

URBAN/MUNICIPAL

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April 89 - July 89

THE HAMILTON - ~~WENTWORTH~~
COUNCIL

AGENDAS/MEETINGS OF THE
TRANSPORT AND ENVIRONMENT
COMMITTEE



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1989

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THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 April 12

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 April 17
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, March 20, 1989 and Monday, April 03, 1989 meetings of the Transport and Environment Committee

DIRECTOR OF PROPERTY

2. Expropriation for Roadway Purposes Rear of 564 and 570 Stone Church Road East Proposed Aquino Gardens Subdivision - Butler Neighbourhood

DIRECTOR OF PUBLIC WORKS

3. Horticulture Section - Parks Division New Position - Foreman III

URBAN MUNICIPAL

APR 17 1989

GOVERNMENT DOCUMENTS

APR 17 1989

GOVERNMENT DOCUMENTS

MANAGER OF PURCHASING

4. Concrete Cutting and Asphalt Planing, 1989, 1990, 1991, Public Works Department

COMMISSIONER OF ENGINEERING

5. Banner Display Applications

- (a) The Amity Goodwill Ind. - February 12, 1990 to February 19, 1990
- (b) Highlanders Athletic Association - January 8, 1990 to January 15, 1990
- (c) The Junior League of Hamilton-Burlington and Multiple Organ Donor Retrieval Program - April 23, 1990 to April 30, 1990

6. Rescind Banner Display Date - Monday, November 27, 1989 to Monday, December 4, 1989

7 Encroachment Agreement - 18 Sorrento Place

8. Incorporation of Certain Lands into the road allowance of Templemead Drive and Royalvista Drive, Hamilton (Templemead Neighbourhood)

9. Rupert Court Extension - Closure of Southerly Portion

10. Plan of Subdivision "Ridgeview Estates - Phase 3", located between Upper Wentworth Street and Upper Sherman Avenue on the south side of Stone Church Road in the Butler Neighbourhood, Hamilton

DIRECTOR OF TRAFFIC

11. Intersection Control

- (a) Intersection of Highridge Avenue and Swan Street
- (b) Intersection of East 21st Street and MacLennan Avenue

12. Handicapped Parking

- (a) 21 Roseland Avenue
- (b) 121 Ray Street South

13. Intersection of Wellington Street and Stinson Street - School Traffic Officer

14. **Parking Regulations**

- (a) London Street North between Main Street East and Dunsmure Road
 - (b) Greig Street between Barton Street West and Little Greig Street
15. Application to lease a portion of the boulevard of Cambridge Avenue adjacent to Nos 135-139 Kenilworth Avenue North
16. Intersections of Summerlea Drive and Regency Street and Summerlea Drive and Lisgar Court - Corner Clearances
17. North Side of Gertrude Street, West of Depew Street - Request for Wheelchair Loading Zone
18. Speed Limit on Mount Albion Road

CONFERENCES

19. (a) Air and Waste Management Association - June 25-30, 1989, Anaheim, California
- (b) Canada Safety Council Annual Conference - June 18-21, 1989, Winnipeg

BILLS

20. (a) By-law to incorporate Part 2, Plan 62R-8403 into Greenguild Avenue
- (b) By-law to incorporate Part 4, Plan 62R-6969 into Templemead Drive
- (c) By-law to incorporate Part 2, Plan 62R-6969 into Independence Drive
- (d) By-law to incorporate Part 44, Plan 62M-495 into Marisa Court
- (e) By-law to incorporate Block 56, Plan 62M-377 into Greencedar Drive

DELEGATIONS

21. (a) Intersection Control around W.H. Ballard School, 801 Dunsmure Road
- (b) Request for Alley Closure by Schaible Electric



OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Crescent Oil Company	Jan. 23/89	Mr. Main	Report to follow
2.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
3.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
4.	Storm Water Drainage	Feb. 6/89	Mr. Spencer	Awaiting return of resident

Monday, March 20, 1989
1:00 o'clock p.m.
Room 233, City Hall

1.

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice-Chairman
Mayor R. Morrow
Alderman T. Cooke
Alderman D. Drury
Alderman V. Agro
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Alderman T. Murray
Mr. L. Sage, C.A.O.
Mr. E. C. Matthews, City Treasurer
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Parks Division, Public Works
Mr. M. Main, Director of Traffic Services
Mr. M. Watson, Property Department
Mr. T. Gill, Engineering Department
Mr. G. S. Spencer, Commissioner of Engineering
Mrs. B. Price, Hamilton Safety Council
Miss Wilson, Board of Education

Mr. Pavelka took an opportunity to introduce Mr. Gordon Kerr, the New Manager of the Central Garage and Mr. Charlie Guthro the Superintendent of Operations at the Central Garage, to the members of the Transport and Environment Committee.

New Manager of the
Central Garage
- Mr. Charlie Guthro

The Committee was in receipt of an information item from the Treasurer respecting the 1989 Current Budget Estimates and ranked packages.

1989 Current Budget
Estimates and ranked
packages

After considerable discussion it was moved by Alderman Drury seconded by Alderman Agostino that the recommendation of the Treasurer for a 9.4% mill rate increase which would be achieved by not funding those packages ranked between 91 and 151 of the Global ranked packages which were presented to Council at the March 10, 1989 meeting be approved.

The 9.4% funding line was indicated on Exhibit B of the Treasurer report and would result in a further \$112 000 reduction to the expenditures. Carried.

The Committee approved the minutes of the Monday, March 06, 1989 meeting of the Transport and Environment Committee, as circulated.

Minutes

An item from the Director of Public Works respecting Paving Boulevards in Commercial areas, was tabled at the request of Alderman Agro with the understanding that Alderman Agro and Mr. Pavelka would view the locations in question.

Paving Boulevards in
Commercial areas -
Tabled

The Committee approved the following recommendation of the Director of Property respecting the Sale of a 1' Reserve of Surplus City Owned Land on Templemead Drive:

Sale of a 1' Reserve of
Surplus City Owned
Land on Templemead
Drive

(a) That an Offer to Purchase a one foot reserve on Templemead Drive, executed on March 9, 1989 by Anthony Giammichele and Peter Giammichele and scheduled to close on May 22, 1989 be approved and completed.

NOTE: The property, which is surplus to roadway requirements, is a one foot strip of land along the easterly limits on Templemead Drive, containing 2.54 square metres (27.38 square feet) and is shown as Part 3 on Plan 62R-9708. The purchase price is One Dollar (\$1.00).

- (b) That an Offer to Purchase a one foot reserve on Templemead Drive executed on March 9, 1989 by Peter Giammichele and scheduled to close on March 22, 1989 be approved and completed.

NOTE: The property, which is surplus to roadway requirements, is a one foot strip of land along the easterly limits of Templemead Drive, containing 3.59 square metres (38.62 square feet) and is shown as Part 5 on Plan 62R-9708. The purchase price is One Dollar (\$1.00).

- (c) That an Offer to Purchase a one foot reserve of City owned land on Templemead Drive executed on March 9, 1989 by Anthony Giammichele, and scheduled to close on or before March 22, 1989, be approved and completed.

NOTE: The property which is surplus to roadway requirements, is a one foot strip of land along the easterly limits of Templemead Drive, containing 3.45 square metres (37.16 square feet) and is shown as Part 7 on Plan 62R-9708. The purchase price is One Dollar (\$1.00).

The Committee approved the following recommendations of the Commissioner of Engineering respecting the Incorporation of City Lands into Road Allowances:

- (a) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 2, Plan 62R-6969 into Independence Drive.
- (b) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 44 (0.30m Reserve), plan 62M-494 into Marisa Court.
- (c) That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 4, Plan 62R-6969 into Templemead Drive.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an application by Rondar Inc. for the destruction of Low Level PCB's for the Hamilton Street Railway:

That the local Approval Branch of the Ontario Ministry of the Environment be informed that:

- (a) The City of Hamilton has no objection to Rondar Inc. carrying out the destruction of low level PCBs for Hamilton Street Railway at its 18 Wentworth Street North and 154 Kenilworth Avenue North locations in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully.
- (b) No Specific City of Hamilton or Regional permits are required for the work proposed by Rondar Inc.
- (c) That if provision has not been made by the Ministry of the Environment to advise the area residents of the proposed work to be carried out at the 154 Kenilworth Avenue Site by Rondar Inc., Rondar Inc. will undertake to make the necessary notifications of area residents.
- (d) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

Incorporation of City
Lands into Road Allow-
ances

Independence Drive

Marisa Court

Templemead Drive

Rondar Inc.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the use of MacNab Street by the CIBC Phase 2:

Use of MacNab Street
by the CIBC Phase 2

- (a) That the City Solicitor be directed to prepare a By-law for the stopping up and leasing of a portion of the east side of MacNab Street South of King Street West;
- (b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;
- (c) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the stopped up street is to be leased, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;
- (d) That the Commissioner of Engineering be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed stopping up pursuant to Section 48 of The Regional Act; and
- (e) That the City Solicitor be directed to prepare the necessary lease agreement between the City and Dominion Realty Limited to include the following terms:
 - i. the term of the lease to be 20 years.
 - ii. the annual fee to be set at \$10 per square foot (being 10% of 50% of market value at \$200 per sq.ft.) of area to be used for two levels of parking (approximately 1650 square feet), and no annual fee for the area to be used for loading and access to the truck tunnel (approximately 3310 square feet), plus taxes if applicable;
 - iii. the owner to indemnify and save the City harmless from all actions arising from the granting of the lease;
 - iv. the owner to provide public liability insurance to the satisfaction of the City Clerk naming the City as an additional insured party;
 - v. the owner to maintain the ground level of the leased area open to the general public and in a condition to the satisfaction of the Commissioner of Engineering.
- (f) That the City Solicitor be directed to prepare and submit an application to the Ontario Municipal Board for the approval of the lease in as much as the term extends beyond the term of Council.
- (g) That the Mayor and City Clerk be authorized to execute the lease in a form satisfactory to the City Solicitor.
- (h) That the applicant make satisfactory arrangements with Bell Canada, Hamilton Hydro and the Region for the relocation of underground utilities.
- (i) That the Director of Property be directed to negotiate the appropriate amendments to the Truck Tunnel Agreement at no additional expense to the City, and the Mayor and City Clerk be authorized to execute the amending agreement in a form satisfactory to the City Solicitor.

With respect to a item dealing with a review of the Policy on Local Improvements, it was moved by Alderman Ross seconded by Alderman Merling that no action be taken to change the current policy on local improvements, at this time. Carried.

Policy on Local
Improvements

Alderman Agro indicated that he wished to be recorded as being opposed to this motion.

It was further moved by Alderman Ross seconded by Alderman Agro that staff be directed to investigate the possibility of making Catharine a Regional Road or Cost Sharing the owner's share under the appropriate section of Local Improvement Act. Carried.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the amendment of Banner Display Date:

That the resolution granted to the City of Hamilton Public Works Department on December 13, 1988, in adopting Item 16(c) of the 1st Report of the Transport and Environment Committee which permitted a banner display application, be amended by substituting the date of Monday, December 18, 1989 to Monday, January 1, 1990 instead of Monday, December 11, 1989 to Monday, December 25, 1989.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Street Closures and Temporary Closures and Temporary Closures for Bicycle Race:

That the request to close Hunter Street West, from Bay Street to Hess Street, Hess Street South from Hunter Street to Main Street and Aberdeen Avenue from Queen Street to Bay Street, from 12:00 noon to 5:00 p.m. on Monday, August 7, 1989 in order that Scattolon Cycle International may hold a bicycle race, be approved during the pleasure of City Council provided:

- (a) That the Council of the Region of Hamilton-Wentworth approve the proposal;
- (b) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (c) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways and at the expense of the organizing group;
- (d) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (e) That the applicant provide proof of \$1 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (f) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.
- (g) That no property owner or resident within the barricaded area will be denied access to their property upon request.

Banner Display Date

Street Closures and
Temporary Closures and
Temporary Closures for
Bicycle Race

- (h) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

The Committee approved the following recommendation of the Commissioner of Engineering respecting additional cost sharing for Park Plaza Estates - Phase 2:

Additional Cost Sharing
for Park Plaza Estates
- Phase 2

- (a) That the City's share for cost of sewer and water services, curbs, sidewalks, final roads and fencing for "Park Plaza Estates - Phase 2" be increased by \$4 655 to \$43 504.
- (b) That the Co-ordinating Committee recommend the source of funding for these costs.

The Committee approved the following recommendation of the Director of Traffic Services respecting a Relocation of a School Bus Loading Zone:

Relocation of a School
Bus Loading Zone

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of East 5th Street commencing at a point 101 feet south of Brucedale Avenue East and extending at a point 46 feet southerly therefrom be relocated to the south side of Brucedale Avenue East commencing at a point 77 feet west of East 5th Street and extending to a point 46 feet westerly therefrom; and

The Committee approved the following recommendation of the Director of Traffic Services respecting a Relocation of a School Bus Loading Zone:

Relocation of a School
Bus Loading Zone

- (b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Franklin Road commencing at a point 32 feet west of the west projected curb line of East 28th Street and extending to a point 80 feet westerly therefrom; and
- (c) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations:

Parking Regulations

- (a) That a "No Parking" regulation be implemented on the west side of the east leg of Clifton Downs Road between Bonaventure Drive and the north curb line of the south leg of Clifton Downs Road; and
- (b) That a "No Parking" regulation be implemented on the north side of the south leg of Clifton Downs Road commencing at the west curb line of the east leg of Clifton Downs Road and extending to a point 118 feet westerly therefrom; and
- (c) That the "No Parking" regulation on the north side of Dunsmuir Road commencing 72 feet east of Garfield Avenue and extending to a point 85 feet easterly therefrom be removed; and
- (d) That a "No Parking" regulation be implemented on the west side of Allenby Avenue commencing at the north end and extending to a point 49 feet southerly therefrom; and
- (e) That parking be prohibited on the west side of Glenvista Drive between Brookstream Court and Greenhill Avenue; and
- (f) That the existing "No Parking" regulation on the south side of Heather Road between Woodman Drive and Sunrise Drive be removed; and

- (g) That City Traffic By-law 66-100 be amended accordingly.

An item respecting Parking Regulations on Park Street North between Barton Street West and Colbourne Street was tabled at the request of Alderman Agro.

School Traffic Officer
- Rainbow Drive and
Glen Echo Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Rainbow Drive and Glen Echo Drive:

- (a) That a School Traffic Officer not be assigned to the intersection of Rainbow Drive and Glen Echo Drive at this time; and
- (b) That crosswalks be painted across the north and west approaches to the intersection of Rainbow Drive and Glen Echo Drive.

Intersection Control

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control:

- (a) That three-way stop control be implemented at the intersection of Berkindale Drive and Federal Street; and
- (b) That City Traffic By-law 66-100 be amended accordingly.

Discharge of a Residential Boulevard
Parking Agreement

The Committee approved the following recommendation of the Director of Traffic Services respecting the Discharge of a Residential Boulevard Parking Agreement:

- (a) That the existing residential boulevard parking agreement between the City and Wallace Frederick Rowe and Verna Agnes Rowe, registered as Instrument No. 423016 C.D. to the property at 624 Tate Avenue, be discharged at the property owner's expense; and
- (b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.

Application for Time
Limit Exemption Permit
- 871-785 King Street
East

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for time limit exemption permit at 781-785 King Street East:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 16 applicants residing in the building at No. 781-785 King Street East.

Roadway Curve Warning

The Committee approved the following recommendation of the Director of Traffic Services respecting a Roadway Curve Warning:

- (a) That the existing eastbound and westbound curve warning signs on King Street, west of Bond Street be replaced with larger signs; and
- (b) That reflectors be placed in the road surface along the centre line of King Street West on the curve immediately west of Bond Street.

Roads and Transportation Association of
Canada Symposium in
Hamilton

The Committee approved the following recommendation of the Director of Traffic Services respecting Roads and Transportation Association of Canada Symposium in Hamilton:

That the Chairman of the Transport and Environment Committee or his nominee be authorized to attend the Roads and Transportation Association of Canada Symposium on "The Political Response to Road Infrastructure Needs" which will be held on 1989 April 12 and 13 at the Sheraton Hotel and the Hamilton Convention Centre.

The Committee approved the following recommendation of the Chief Administrative Officer respecting the Task Force to Review the Mandate and Structure of the Hamilton Harbour Commission:

- (a) That environmental impact be a part of the planning process of any new project or development in the Harbour.
- (b) That all works undertaken by the Harbour Commissioners meet the requirements of and be subject to, the Provincial Ministry of the Environment and Environment Canada standards.
- (c) That once a determination has been made on the question of sediments on the harbour floor, a decision be made as to who is responsible for any action and who pays.

The following people appeared before the Committee in favour of a proposed alley closure for the north south alley south of Dunsmore Road between Melrose Avenue South and Prospect Avenue South:

Mr. Lattanzi - 111 Melrose Avenue South
Mr. Hader - 119 Melrose Avenue South

Mr. Walter Kojdowski - 110 Prospect South appeared before the Committee in opposition to the proposed alley closure.

After considerable discussion it was moved by Alderman Drury seconded by Alderman Ross that:

- (a) That the City Solicitor be authorized and directed to make an application to the District Court Judge under Section 82 of the Registry Act, R.S.O. 1989, for an order to stop up and close the North/South alley south of Dunsmore Road between Melrose Avenue South and Prospect Avenue South;
- (b) That the City Solicitor be authorized and directed to prepare and register the necessary deed in favour of the abutting owners under Section 57 of The Surveys Act, R.S.O. 1980;
- (c) That the Commissioner of Engineering be authorized to sign an affidavit setting out that no public funds have been expended on the alley to be closed;
- (d) That documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;
- (e) That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;
- (f) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act;
- (g) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners; and
- (h) That the abutting owners provide a 1m easement to Bell Canada with respect to their underground and/or aerial plant.

Task Force to Review
the Mandate and Structure
of the Hamilton
Harbour Commission

Proposed Alley Closure
for the north south
Alley south of Dunsmore
Road between Melrose
Avenue South and
Prospect Avenue South

Bills

The following Bills were introduced:

- (a) B-42 By-law respecting construction of local improvements of a concrete sidewalk on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue.
- (b) B-43 By-law to close and retain Old Nash Road between Brampton Street and Nash Road, being Part 2 on Plan 62R-9679.
- (c) B-44 By-law to reconstruct portions of Caroline Street, East 16th Street, and Newlands Avenue.
- (d) B-45 By-law to amend By-law 66-100 to Regulate Traffic.
- (e) B-46 By-law to amend By-law 66-100 to Regulate Traffic.

Adjournment

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Monday, April 03, 1989
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman D. Christopherson, Acting Chairman
Mayor R. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Mr. M. Main, Director of Traffic
Mr. T. Gill, Director Engineerig Planning
Mr. D. Lobo, Parks Division, Public Works
Mr. M. Watson, Property Department
Mr. D. Vyce, Director of Property
Mr. T. Bradley, Manager of Purchasing
Ms. L. Lawrence, Legal Department
Mrs. Price, Hamilton Safety Council
Miss Wilson, Hamilton Board of Education

Regrets: Alderman H. Merling (On Vacation)

The Committee discussed an item respecting the CIBC Building Phase 2, use of MacNab Street which was referred to the Transport and Environment Committee by City Council at its meeting held Tuesday, 1989 March 28.

CIBC Building - Phase 2
Use of MacNab Street

After considerable discussion it was moved by Alderman Ross seconded by Alderman Drury:

- (a) That the City Solicitor be directed to prepare a By-law for the stopping up and leasing of a portion of the east side of MacNab Street South of King Street West;
- (b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;
- (c) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the stopped up street is to be leased, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;
- (d) That the Commissioner of Engineering be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed stopping up pursuant to Section 48 of The Regional Act; and
- (e) That the City Solicitor be directed to prepare the necessary lease agreement between the City and Dominion Realty Limited to include the following terms:
 - i. the term of the lease to be 20 years.
 - ii. the annual fee to be set at \$10 per square foot (being 10% of 50% of market value at \$200 per sq.ft.) of area to be used for two levels of parking (approximately 1650 square feet), and no annual fee for the area to be used for loading and access to the truck tunnel (approximately 3310 square feet), plus taxes if applicable;

- iii. the owner to indemnify and save the City harmless from all actions arising from the granting of the lease;
 - iv. the owner to provide public liability insurance to the satisfaction of the City Clerk naming the City as an additional insured party;
 - v. the owner to maintain the ground level of the leased area open to the general public and in a condition to the satisfaction of the Commissioner of Engineering.
- (f) That the City Solicitor be directed to prepare and submit an application to the Ontario Municipal Board for the approval of the lease in as much as the term extends beyond the term of Council.
 - (g) That the Mayor and City Clerk be authorized to execute the lease in a form satisfactory to the City Solicitor.
 - (h) That the applicant make satisfactory arrangements with Bell Canada, Hamilton Hydro and the Region for the relocation of underground utilities.
 - (i) That the Director of Property be directed to negotiate the appropriate amendments to the Truck Tunnel Agreement at no additional expense to the City, and the Mayor and City Clerk be authorized to execute the amending agreement in a form satisfactory to the City Solicitor.

NOTE: Voting in favour of the motion were Mayor Morrow, Alderman Christopherson, Alderman Drury, Alderman Cooke, Alderman Ross, Alderman Smith. Voting in opposition were Alderman Agostino and Alderman Agro.

Reconstruction of side-
walks on Concession
Street between East
25th Street and Upper
Sherman

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Reconstruction of Sidewalks on Concession Street between East 25th Street and Upper Sherman:

- (a) That the reconstruction of sidewalks on both sides of Concession Street between East 25th Street and Upper Sherman Avenue at an estimated cost of \$82 000 be included in the 1989 Reconstruction Program.
- (b) That the reconstruction of sidewalks on both sides of Main Street between Macklin Street and James Street at an estimated cost of \$357 000 be postponed until 1990 in conjunction with the Region's road work.
- (c) That the surplus funds available in the program because of these changes be applied in the Supplementary List portion of the Program.
- (d) That the Commissioner of Engineering be authorized to undertake these works on behalf of the City of Hamilton.

Plan of Subdivision
"Oakdale Estates
Phase 4"

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Plan of Subdivision for Oakdale Estates Phase 4:

- (a) That the submitted schedule for the estimated cost of services in "Oakdale Estates - Phase 4, Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Wellington Street and north of Rymal Road in the Barnstown Neighbourhood. The total estimated cost of services for this development is \$600 277.21.

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, 428680 Ontario Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share of the cost of services for the development (\$130 748.96) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 4 on Plan 62R-9675 as part of the Brigade Drive road allowance after the Plan of Subdivision for "Oakdale Estates - Phase 4" has been registered.
- (g) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:
 - i. incorporate the 0.3m reserve, Block 83, on a plan of subdivision known as "Oakdale Estates - Phase 3", into the respective road allowance on Brigade Drive and Bastille Street, after the Plan of Subdivision for "Oakdale Estates - Phase 4" has been registered.
 - ii. incorporate the 0.3m reserve, Block 84, on a plan of subdivision known as "Oakdale Estates - Phase 3", into the Bastille Street road allowance, after the Plan of Subdivision for "Oakdale Estates - Phase 4" has been registered.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a request by Stelco for an Amendment to its Certificate of Approval for Waste Disposal Sites:

That the Local Approvals Branch of the Ministry of the Environment be informed that:

- (a) The City of Hamilton has no objection to the Stelco Inc. request to amend existing Certificates of Approval for Waste Disposal Sites (Nos. 130122; 130123; 130124) located at Stelco's Hilton Works in the City of Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully.
- (b) The City of Hamilton is of the opinion that a hearing by the Environmental Assessment Board is not necessary in this case.

The Committee approved the following Banner Display Applications:

- (a) That the Lung Association, Hamilton-Wentworth Region be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, November 12, 1990 to Monday, November 19, 1990 with the following message:

LUNGS ARE FOR LIFE
PLEASE GIVE CHRISTMAS SEALS

Stelco - An amendment to its Certificate of Approval for Waste Disposal Sites

Banne Display Applications

- (b) That the Lung Association, Hamilton-Wentworth Region be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, December 11, 1989 to Monday, December 18, 1989, with the following message:

LUNGS ARE FOR LIFE
PLEASE GIVE TO CHRISTMAS SEALS

Request for a Wheelchair Loading Zone on the east side of High Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a Wheelchair Loading Zone on the east side of High Street:

- (a) That a "Wheelchair Loading Zone, 7:00 a.m. - 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of High Street commencing at a point 90 feet north of the north curb line of Brucedale Avenue and extending to a point 60 feet northerly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Corner Clearances on the north side of Jackson Street East, east and west of Spring Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearances on the north side of Jackson Street East, east and west of Spring Street:

- (a) That "No Stopping" regulation be implemented on the north side of Jackson Street East between Spring Street and a point 58 feet westerly therefrom; and
- (b) That a "No Stopping" regulation be implemented on the north side of Jackson Street East between Spring Street and a point 53 feet easterly therefrom; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Request for an additional permit parking space at 10 Murray Street East

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for an additional permit parking space at 10 Murray Street East:

- (a) That the existing "Permit Parking" regulation on the south side of Murray Street East, commencing at a point 103 feet east of James Street North and extending to a point 92 feet west of Hughson Street North be extended such that the regulation commences at a point 83 feet east of James Street North and extends to a point 92 feet west of Hughson Street North; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Sohan Sihnciu, 10 Murray Street East; and
- (c) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Murray Street East commencing at James Street North and extending to a point 103 feet easterly therefrom be shortened such that the regulation extends to a point 83 feet east of James Street North; and
- (d) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking Regulations:

Parking Regulations

- (a) That a "No Parking, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on both sides of Rendell Boulevard between Queensdale Avenue East and Everton Place; and
- (b) That the existing "One Hour Parking Time Limit, 24 Hours a Day, 7 Days a Week" regulation on Devenport Street between Tom Street and York Boulevard be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation; and
- (c) That a "Permit Parking" regulation be implemented on the north side of Britannia Avenue from a point 60 feet east of Harmony Avenue and extending to a point 166 feet easterly therefrom; and
- (d) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident at Nos. 2 Harmony Avenue, and 317 and 321 Britannia Avenue, and any additional permits to a maximum of three on a first come first served basis; and
- (e) That the existing "No Stopping" corner clearance on the north side of Britannia Avenue between Harmony Avenue and a point 68 feet east be shortened by 8 feet, such that the prohibition commences at Harmony Avenue and extends to a point 60 feet easterly therefrom; and
- (f) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a One-way Operation on Breadalbane Street from King Street to Hunt Street:

One-Way Operation on
Breadalbane Street
from King Street to
Hunt Street

- (a) That the hours of northbound one-way street operation of Breadalbane Street, from King Street West to Hunt Street be revised to full-time operation, Monday to Friday; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

With respect to the RTAC-ARTC Symposium in Hamilton, Ontario on April 12-13, 1989, the Committee directed Mr. Main to contact members of the Committee prior to the symposium to determine whether or not they would be interested in attending.

RTAC-ARTC Symposium in
Hamilton, Ontario

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Potable Water:

Supply and Delivery of
Potable Water

That a purchase order be issued to Robert N. Dawson Transport Ltd., Hamilton, for the supply and delivery of Potable Water as and when required during 1989, 1990 and 1991 at a cost of \$10 per 600 gallon tank load, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of three (3) tenders received. Funds provided in Potable Water Account No. CH56339-60510.

Alternate Side Parking
on East 36th Street
between Concession
Street and north end

The following people appeared before the Committee in favour of a request for Alternate Side Parking on East 36th Street between Concession Street and north end:

Mr. Milligan - 875 Concession Street
Mr. and Mrs. Al Adams - 21 East 36th Street

The following residents appeared before the Committee in opposition to Alternate Side Parking:

Mr. Cluley - 887 Concession Street
Mr. Sawata - 17 East 36th Street

After considerable discussion it was moved by Alderman Smith seconded by Alderman Cooke:

- (a) That the existing "No Parking" regulation on the east side of East 36th Street from Concession Street to the north end be removed; and
- (b) That an "Alternate Side Parking" regulation be implemented on East 36th Street from Concession Street to the north end such that parking is prohibited.
 - on the east side of the street during the months of December, January, February and March, and from the first to the 15th of April, May, June, July, August, September, October and November; and
 - on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

The Committee directed the staff of the Traffic Department to investigate the feasibility of installing overhead lane change signs and lane markings on the pavement at the intersection of Dundurn and Aberdeen Streets.

Bill

The following Bill was introduced:

- (a) B-47 By-law to incorporate Part 1, Plan 62R-9675 into Brigade Drive.

Adjournment.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN D. CHRISTOPHERSON, ACTING CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

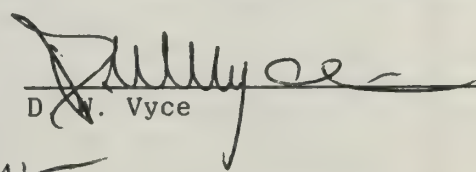
FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 April 10
COMM FILE:
DEPT FILE: (4505)

SUBJECT: **Expropriation for Roadway Purposes
Rear of 564 and 570 Stone Church Road East
Proposed Aquino Gardens Subdivision - Butler Neighbourhood**

RECOMMENDATION:

- (a) That the rear of the properties at 564 Stone Church Road East (William James Welsh Estate) and 570 Stone Church Road East (Jeanette Little), more particularly described as Parts 2, 3, 4, (564 Stone Church Road East) and Parts 5, 6, 7, and 9 (570 Stone Church Road East) on Plan Y-21395 prepared by MacKay, MacKay & Peters Limited be acquired through expropriation, and
- (b) that the City Solicitor be directed to take the appropriate action required.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

One foot reserves will be established along the boundaries of the streets in order to recover land costs for land and services from the abutting developers.

BACKGROUND:

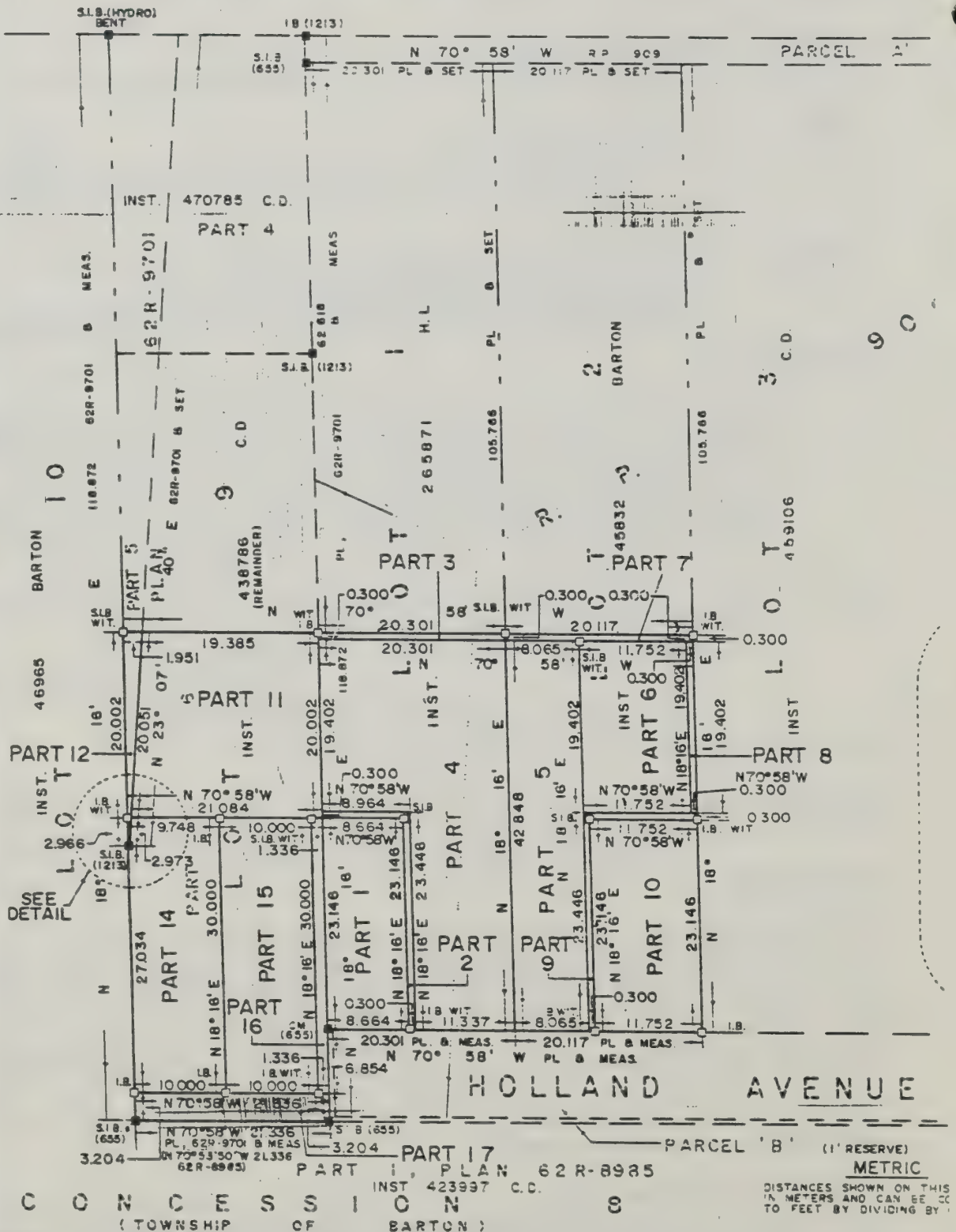
In adopting Item #3 of the 16th Report of the Transport & Environment Committee, City Council at its meeting held on November 8, 1988 authorized the Director of Property to negotiate the acquisition of the above rear lands from the owners, William James Welsh Estate (564 Stone Church Road East) and Jeanette Little (570 Stone Church Road East). The above rear lands are required for roadway purposes in the proposed Butler Neighbourhood Plan. The above recommendation was in accordance with the City's policy in assisting developers to establish roadways to their subdivision and promote the development of land for housing.

Over the past four months we have attempted to negotiate the acquisition of rear lands for roadway purposes from the above owners and it is now apparent that we have reached an impasse in negotiations with them. The only means of acquiring the lands for roadway purposes would be through expropriation.

c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor
- Mr. K. Brenner, Regional Engineering

STONE CHURCH ROAD EAS

(ROAD ALLOWANCE BETWEEN CONCESSIONS 7 & 8)



NOTE:

S.I.B. 6 DENOTES A 0.024 ROUND IRON BAR
 S.I.B. 6 DENOTES AN IRON BAR PLANTED
 S.I.B. 6 DENOTES AN IRON BAR FOUND
 C.M. DENOTES A CONCRETE MONUMENT
 S.I.B. DENOTES A 0.024 SQUARE IRON BAR
 L.B. DENOTES A 0.015 SQUARE IRON BAR
 WIT. DENOTES WITNESS
 (655) DENOTES J.T. PETERS, O.L.S.
 (1213) DENOTES J.D. PETERS, O.L.S.
 PL. DENOTES R.P. NR 909

CAUTION:

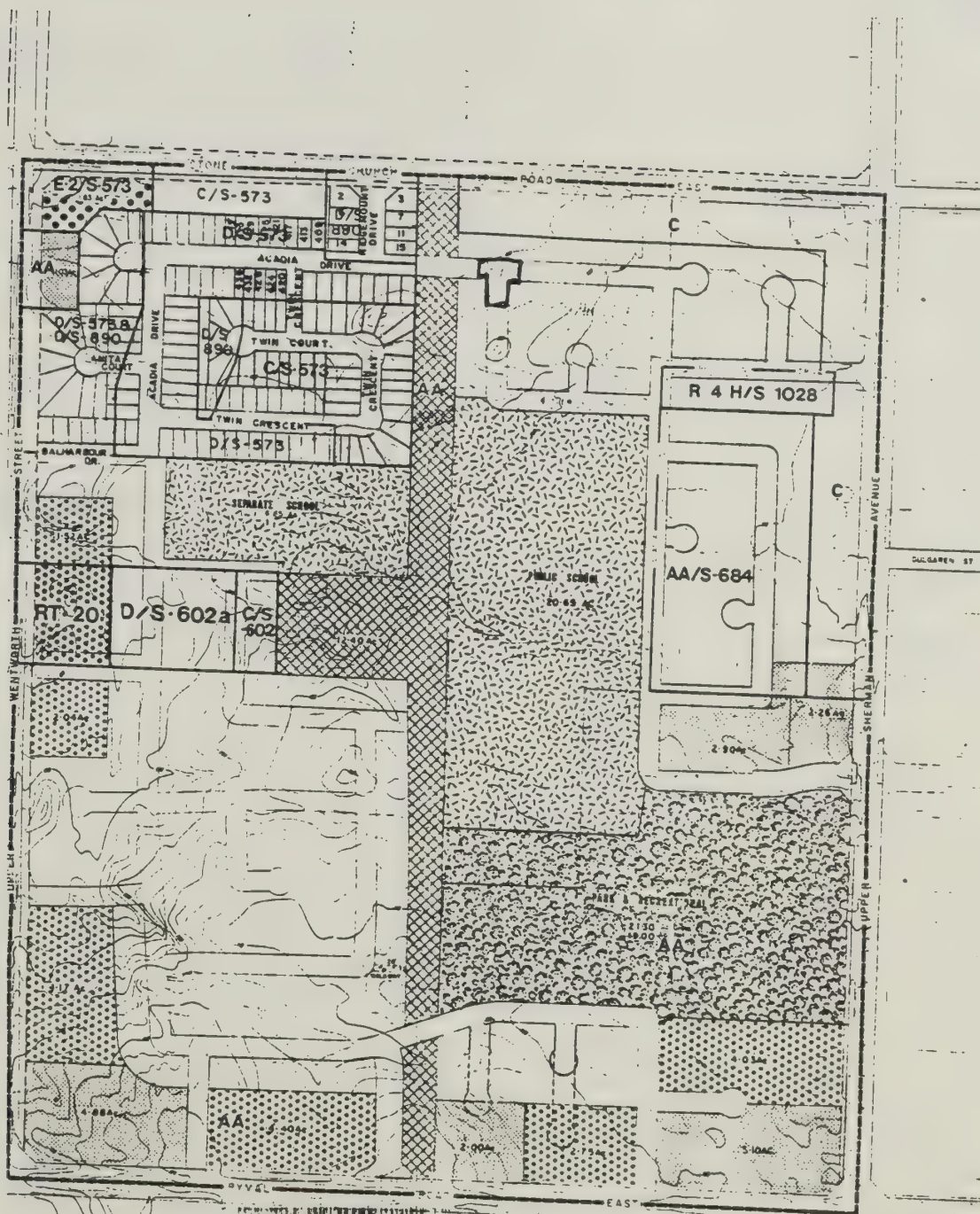
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORD WITH THE SURVEYS ACT AND THE REGISTRY REGULATIONS MADE THEREUNDER.
 2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF _____

HAMILTON-ONT

J. BAY
 ONTARIO L.



ADDRESSED BY THE

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works


DATE: 1989 April 12
COMM FILE: 3-2.2
DEPT FILE: 88-1036

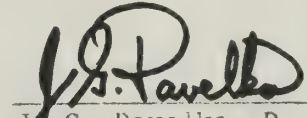
Mrs. C. Lowe
Commissioner of Human Resources

SUBJECT: Horticulture Section - Parks Division
New Position - Foreman III

RECOMMENDATION:

- (a) That a Foreman III position be approved in the Horticultural Section (Forestry) of the Parks Division.
- (b) That this Foreman III's position be posted and filled immediately.


C. A. Lowe
Commissioner of Human Resources


J. G. Pavelka, P. Eng.
Director of Public Works

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The 1988 Salary range for a level 13C Foreman III according to the classification is from \$27,837.68 to \$31,969.60.

Funding for this position will be completely recovered from overtime and adjustments to the staff compliment within the current budget. The Supervisors in the Forestry Section earned \$13,600 in overtime last year due to lack of a sufficient number of Supervisory Staff. In addition to this overtime cost of \$13,600 being eliminated, the staff compliment of labourers will be reduced to account for the balance of the Foreman III's salary, \$14,237.

BACKGROUND:

The demands on the Supervisory Staff has increased over the past 4 years.

1. The public has demanded more and more service with respect to Municipal tree planting and trimming. Forestry Foremen are required to investigate complaints from Aldermen, homeowners, etc., regarding all tree related problems. For example, there has been an 80% increase in the number of tree complaints regarding Municipal tree planting and trimming the past 4 years. The following numbers details the increase in the number of tree complaints that staff are striving to deal with:

YEAR	NUMBER OF TREE COMPLAINTS
1985	4,000
1986	5,000
1987	6,000
1988	7,200

2. The addition of a Foreman III will maintain effective supervisory staff ratios throughout the year.

Presently, during the summer months, the Forestry Staff to Foreman ratio is 24 - 1. The addition of another Foreman will reduce this ratio to a more effective level of 12 - 1. In the winter, staff from the golf courses and beautification sections move into the Forestry Section to assist with the increased workload thereby increasing the staff compliment to 38, giving a ratio of 19 staff to 1 Foreman. The additional Foreman will maintain a staff ratio of 12 - 1 year round.

As well, problems have traditionally existed for the two General Foreman and Foreman II during the winter months of the Forestry Section with respect to vacation, call-out after normal hours and normal day-to-day supervision of the forestry crews. These problems mean 12 hour and 16 hour shifts for the existing supervisory staff.

Also, the General Foreman is now assuming more and more management responsibility thereby taking him out of the day-to-day operations, leaving the Foreman II alone in operating the Forestry Section with no permanent back up as assistance.

Conclusion

To respond to the workload, it is necessary to add an additional Foreman III to the Forestry Section to be funded from our current budget.

JP/mc

cc Mrs. S. K. Reeder
 Secretary, Personnel Committee
 (TO BE CIRCULATED TO THE MEMBERS OF THE PERSONNEL COMMITTEE FOR
 INFORMATION)

4.

FOR ACTION

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1989 March 30
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: CONCRETE CUTTING AND ASPHALT PLANING, 1989, 1990, 1991, PUBLIC WORKS DEPARTMENT

RECOMMENDATION

That purchase orders be issued for the provision of labour and equipment for Concrete Cutting and Asphalt Planing during 1989, 1990 and 1991, in accordance with Vendors' tenders as follows:

1. <u>Standard Paving, Hamilton</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>
Concrete Saw & Operator	\$ 78.00	\$ 85.00	\$ 95.00
Travel-Per trip each way	10.00	10.00	10.00
Asphalt Planer & Operator	136.00	150.00	165.00
Travel-Per trip each way	10.00	10.00	10.00
2. <u>Hard Rock Paving, Port Colborne</u>			
Asphalt Planer & Operator	\$120.00	\$130.00	\$140.00
Travel-Per hour	35.00	40.00	45.00

NOTE: Lowest of two (2) tenders received. Funds provided in Base and Surface Repairs Account CH51401-61106 and Asphalt Surface Leveling Account CH51401-61114.

T. Bradley
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

See above RECOMMENDATION

BACKGROUND-Tender Analysis

	<u>Hard Rock Paving</u>			<u>Standard Paving</u>			<u>Delta Ready Mix</u>		
	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>
Concrete Saw/Operator	-	No Bid	-	\$ 78	\$ 85	\$ 95	\$95.2	\$104.5	\$110
Travel				10	10	10	53.6	58.5	63 **
Asphalt Planer/Operator	\$120	\$130	\$140	136	150	165	-	No Bid	-
Travel	* 35	40	45	10	10	10 **			

* - Travel price per hour

** - Travel price per trip each way

Tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders contacted as required.

F O R A C T I O N

5(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: March 30, 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
ID#

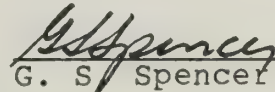
SUBJECT:

Banner Display Application
February 12, 1990 to February 19, 1990

RECOMMENDATION

That The Amity Goodwill Ind. be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, February 12, 1990 to Monday, February 19, 1990 with the following message:

COMMUNITY LOVE AFFAIR
AND DATES
FEBRUARY 12-13 - 17 & 18, 1990


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Amity Goodwill Ind. requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:lp

F O R A C T I O N

5(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: March 23, 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#

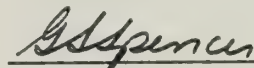
SUBJECT:

Banner Display Application
January 8, 1990 to January 15, 1990

RECOMMENDATION

That 91st Highlanders Athletic Association be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, January 8, 1990 to Monday, January 15, 1990 with the following message:

HAMILTON SPECTATOR
INDOOR GAMES
COPPS COLISEUM
JANUARY



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the 91st Highlanders Athletic Association requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:lp

ID# 1573D(61)

F O R A C T I O N

5(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: March 16, 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
ID# 0043

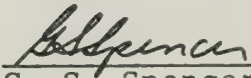
SUBJECT:

Banner Display Application
April 23, 1990 to April 30, 1990

RECOMMENDATION

That The Junior League of Hamilton-Burlington and Multiple Organ Donor Retrieval Program be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, April 23, 1990 to Monday, April 30, 1990 with the following message:

DON'T TAKE YOUR ORGANS TO HEAVEN ...
HEAVEN KNOWS WE NEED THEM HERE!



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from The Junior League of Hamilton-Burlington and Multiple Organ Donor Retrieval Program requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

 JKC:lp

F O R A C T I O N

6.

REPORT TO MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

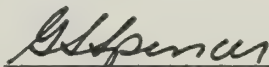
DATE: 1989 March 29
COMM FILE:
DEPT FILE: T103-37
I.D. 0246D(50)

SUBJECT

Rescind Banner Display Date
Monday, November 27, 1989 to Monday, December 4, 1989

RECOMMENDATION

- i) That the approval granted to the Citizen Action Group on February 14, 1989, in adopting Item 10 of the 4th Report of the Transport and Environment Committee be rescinded; and,
- ii) That the \$150.00 paid by the Citizen Action Group be returned to the applicant.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

We have received a request from the Citizen Action Group to withdraw their banner display.

 JKC: cab.

c.c. H. Reinhold, Department of Public Works

F O R A C T I O N

7.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: March 20, 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(741)
ID#0043D

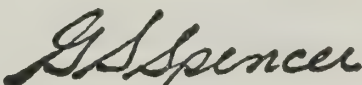
SUBJECT:

Encroachment Agreement
18 Sorrento Place

RECOMMENDATION

That the application of Mr. and Mrs. B. Filippi, the present owners of 18 Sorrento Place, to retain the encroachment consisting of a concrete and brick porch and steps measuring 0.39m X 2.20m that encroaches onto the public road allowance of Sorrento Place, be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above Recommendations.

Cont'd

Encroachment Agreement
18 Sorrento Place

Con't

BACKGROUND

The encroachment was discovered by the Building Department when an inspection was made for the new building in November. The Building Permit was issued on September 1, 1987 and the permit did not provide for the porch and steps. The porch was built in contravention of the zoning by-law. The applicant applied to the Committee of Adjustment on December 8, 1988 and was granted approval on January 19, 1989 for a zero setback from the property line, subject to entering into an encroachment agreement.

The City Solicitor's Department has looked into this matter and has stated that in their opinion, the encroachment may not have been inadvertant.

Given that the Committee of Adjustment recognized that an encroachment agreement would be required, and approved a variance with that as a condition, and given that firm evidence is not available to prove that the encroachment was not inadvertant, and given that the City has approved similar encroachments in the past, it is recommended that the application be approved.

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

JKC
JKC:lp

cc: L. Farr, City Solicitor's Department
B. Allick, Building Department

F O R A C T I O N

8.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

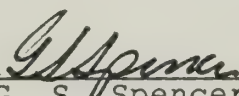
DATE: 30 March 1989
COMM FILE: 3-11-4
DEPT FILE: S701-41
S702-38/S718-60
S720-20
I.D. 0246D(56)

SUBJECT

Incorporation of certain lands into the road allowances of Templemead Drive and Royalvista Drive, Hamilton (Templemead Neighbourhood).

RECOMMENDATION

- (a) That Parts 4, 6, 7, 10 and 12, Plan 62R-9377, and Part 4 on Plan 62R-10200 be incorporated into the Templemead Drive road allowance;
- (b) That Part 1, Plan 62R-9377, and Part 1, Plan 62R-10200, be incorporated into the Royalvista Drive road allowance;
- (c) That the City Solicitor be authorized and directed to prepare and register the necessary By-Laws to establish the respective road allowances as noted in Items (a) and (b) above.
- (d) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Royalvista Drive pursuant to Section 48(3) of The Regional Municipality of Hamilton-Wentworth Act.


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All financial requirements for the construction of municipal services in the subject portions of Templemead Drive and Royalvista Drive are covered under the executed Subdivision Agreements for those Plans of Subdivision noted in the "Background" section of this report below.

BACKGROUND

During 1988, the City of Hamilton purchased lands from five (5) different owners for the purpose of establishing portions of Templemead Drive and Royalvista Drive in the Templemead Neighbourhood. The lands are known as Parts 1 to 4 and 6 to 16, inclusive, on Plan 62R-9377.

Cont'd...

- Page 2 -
March 30, 1989

Cont'd...

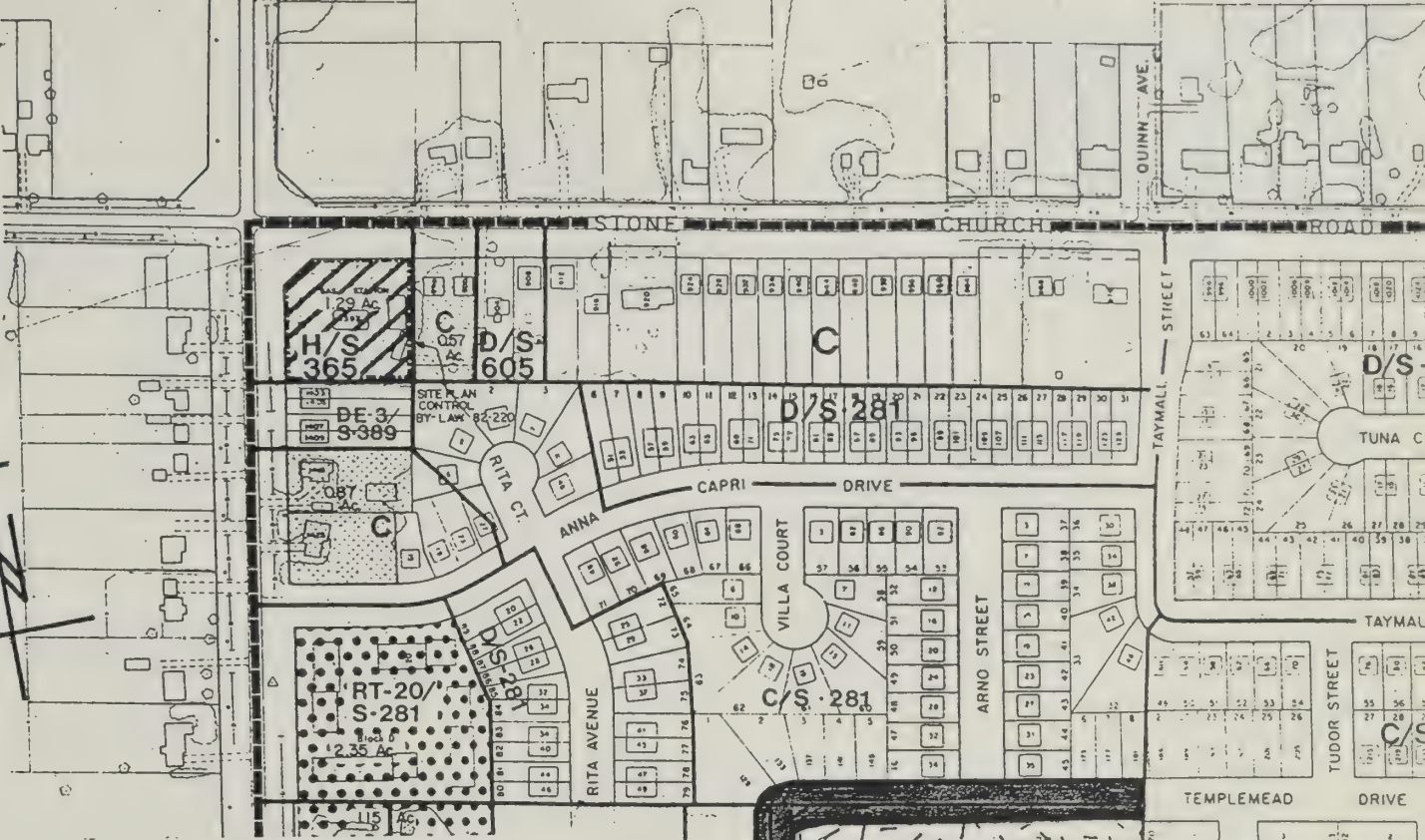
Abutting portions of these two (2) roadways are four (4) subdivisions which are now being developed. The subdivisions are known as: Anna Capri Gardens Addition; Bentwood Survey; Rita Avenue Survey; and, Templemead No. 1 Survey - Phase 2. The Developers of all these subdivisions have executed the required subdivision agreements and deposited with both the City and the Region all of the financial requirements of the agreements for the construction of the municipal services on these roadways.

It is now prudent that certain Parts of the subject lands owned by the City be incorporated into the Templemead Drive and Royalvista Drive road allowances. (Information sketch attached.)

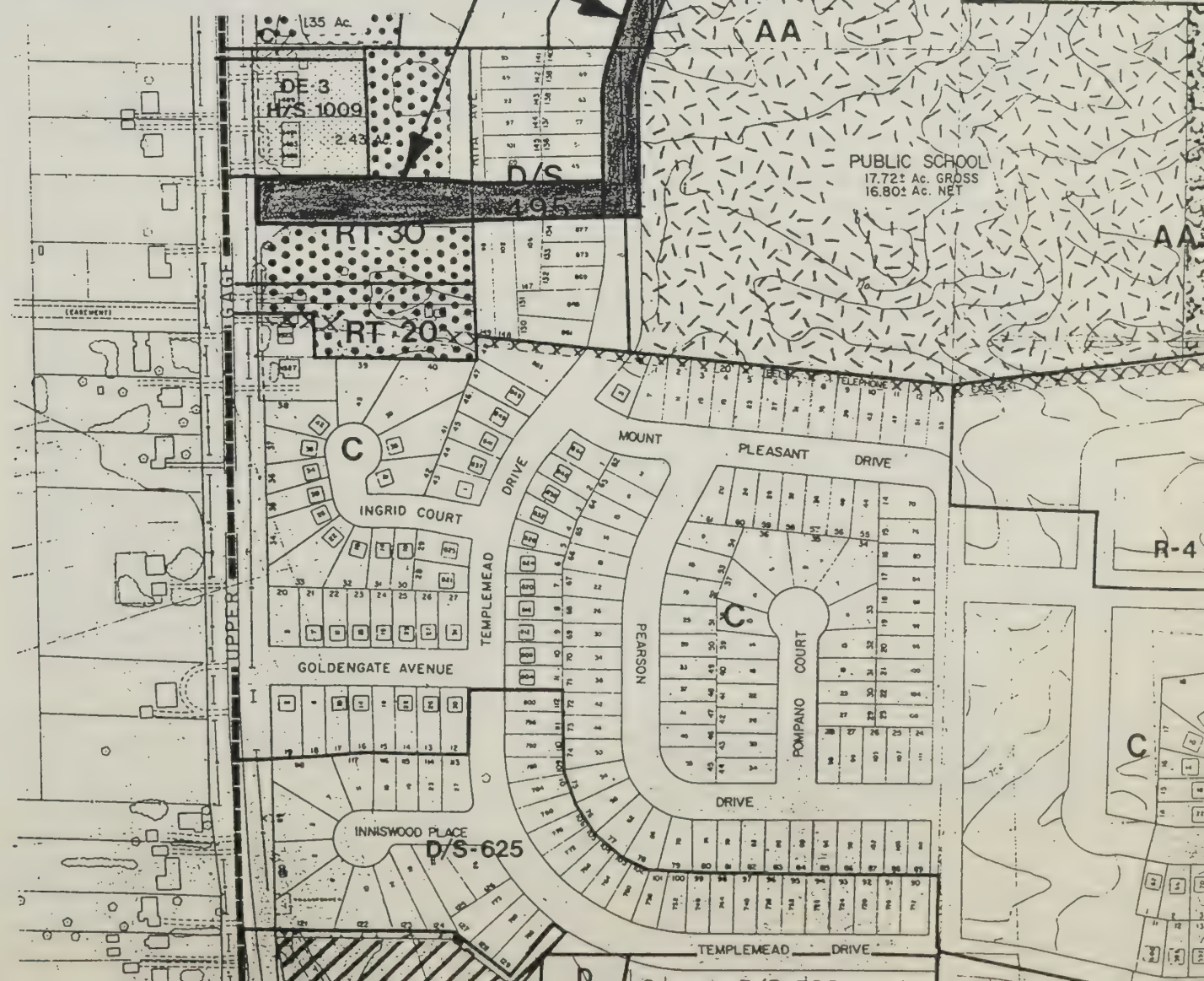
DVC:cab.

 Encl.

c.c. M. A. Chidley, Regional Surveyor
K. Rouff, City Solicitor



LANDS TO BE INCORPORATED INTO
TEMPLEMEAD DRIVE AND
ROYALVISTA DRIVE



F O R A C T I O N

9.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 06 April 1989
COMM FILE:
DEPT FILE: S726-66
I.D. 0246D(64)

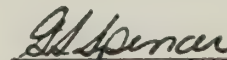
SUBJECT

Rupert Court Extension
Closure of Southerly Portion.

RECOMMENDATION

That Item 13 of Report 12-88 of the Transport and Environment Committee, approved by City Council on August 30, 1988, be repealed and the following substituted therefor:

- (a) That the City Solicitor be directed to prepare a By-law to designate Parts 4 and 5 on Plan RA-H-436 with respect to the Rupert Court Extension as a Public Walkway; and,
- (b) That the City Solicitor be directed to prepare a By-Law for the stopping up, closing and sale of a portion of Rupert Court as shown as Parts 1 and 2 on Plan RA-H-436; and,
- (c) That the City Clerk be directed to publish a Notice of City Council's intention to pass the By-Law to close, pursuant to Section 301 of The Municipal Act, R.S.O. 1980; and,
- (d) That the Director of Property be directed to proceed with the disposition of Parts 1, 2, 3 and 6 on Plan RA-H-436 to Los Andes of Hamilton Co-operative Inc., being the abutting owner to the west, for \$1.00; and,
- (e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of The Regional Act; and,
- (f) That an easement for storm and sanitary sewer purposes be registered against Part 2 of Plan RA-H-436 in favour of the Region prior to the sale of the said Part.



G. S. Spencer
Commissioner of Engineering

Cont'd...

- Page 2 -
April 6, 1989

Cont'd...

BACKGROUND

On August 22, 1988, your Committee recommended to Council that a portion of Rupert Court be returned to the developer (Los Andes of Hamilton Co-operative Inc.), who had dedicated it to the City. Originally, it was unknown how much land would be required for Rupert Court, so the developer dedicated the maximum amount foreseeable at the time, 20 m (66 feet).

In August, it was decided to retain 12.12 m (40 feet) for a walkway and sewer right-of-way and re-convey the balance to the developer.

ANALYSIS

Since that time, the developer has determined that if a portion of the sewer right-of-way were also re-conveyed, it would enable them to be eligible for Provincial funding for day care facilities.

We have reviewed the request and have no objection, provided a storm and sanitary sewer easement is provided to the Region. The retention by the City of only 3.5 m for the walkway is sufficient. Therefore, the original recommendation should be amended to describe the revised limits of the re-conveyance and make provision for the sewer easement.

h GSA: cab.
ch

F O R A C T I O N

10.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

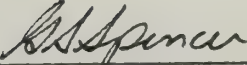
DATE: March 28, 1989
COMM FILE: 3-11.4
DEPT FILE: S718-63
ID#0043D

SUBJECT:

Plan of subdivision "RIDGEVIEW ESTATES - PHASE 3", located between Upper Wentworth Street and Upper Sherman Avenue on the south side of Stone Church Road in the Butler Neighbourhood, Hamilton.

RECOMMENDATION

- i) That the submitted schedules for the estimated cost of services in "Ridgeview Estates - Phase 3", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement. These lands are located between Upper Wentworth Street and Upper Sherman Avenue on the south side of Stone Church Road in the Butler Neighbourhood.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, T. Valeri Construction Limited.
- iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- v) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.



G. S. Spencer
Commissioner of Engineering

Con't

"Ridgeview Estates - Phase 3"

Con't

FINANCIAL IMPLICATIONS

The Subdivider will be paying 100% of the cost of services to be installed at an estimated cost of \$40,628.09.

BACKGROUND

Clause 17(b) of the Tenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on March 28, 1978, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is T. Valeri Construction Limited. Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by Urbex Management Limited and J. David Peters, O.L.S. respectively, have been submitted to Regional Engineering for approval.

CAU:lp

cc: J. Schatz, Secretary, Co-ordinating Committee
E.C. Matthews, City Treasury
Att: B. Hotrum

N.T.S.

[illegible]

FOR ACTION

11(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

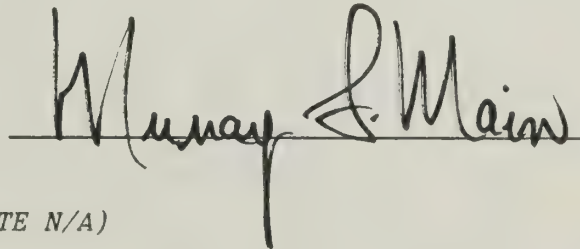
DATE: 1989 March 31
COMM FILE: TEC-85-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Highridge Avenue and Swan Street - Intersection Control.

RECOMMENDATION:

- a) That a stop sign be erected to control westbound traffic on Swan Street at Highridge Avenue; and
- b) That three-way stop control be implemented at the intersection of Rox Street and Highridge Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

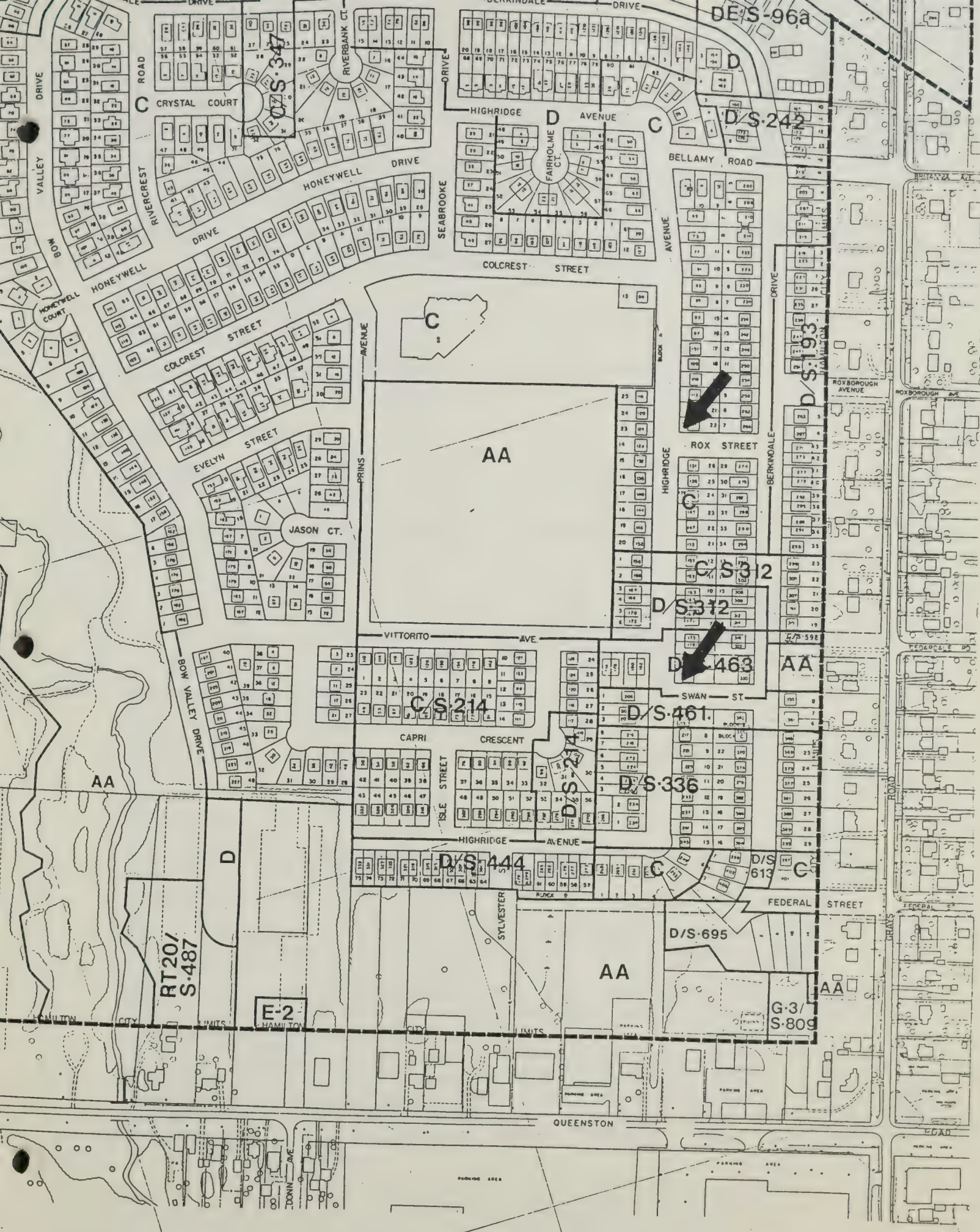
Sufficient funds are provided in the 1989 Traffic Department's operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Ken Lansley, 212 Highridge Avenue to implement three-way stop control at the intersection of Swan Street and Highridge Avenue. The intersection of Highridge and Swan is a "T" type intersection, and presently, there are no intersection control signs.

The Traffic Department concluded that three-way stop control is not warranted at this intersection, but supports the installation of a stop sign to control westbound traffic on the stem of this "T" intersection as a safety measure related to the right-of-way.

Notwithstanding, there are no stop signs on the entire length of Highridge Avenue, and it would be advantageous to implement one northbound and southbound stop location. The intersection of Highridge Avenue and Rox Street meets at least one of the criteria for implementing all-way stop control because of its proximity to St. Agnes Elementary School. Therefore, the Traffic Department recommends the implementation of three-way stop control at the intersection of Highridge Avenue and Rox Street.



FOR ACTION

11 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

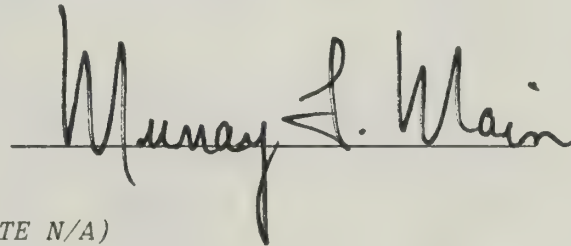
DATE: 1989 April 4
COMM FILE: TEC-93-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of East 21st Street and MacLennan Avenue - Intersection Control.

RECOMMENDATION:

- a) That a stop sign be erected to control northbound traffic on East 21st Street at MacLennan Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds provided in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Kerry Strong, 361 East 21st Street, that a stop or yield sign be erected to control northbound traffic on East 21st Street at MacLennan Avenue.

The intersection of East 21st Street and MacLennan Avenue is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last seven years. Thus, the intersection is operating safely and there is no apparent compelling reason to erect a stop or yield sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that northbound traffic on East 21st Street would be required to stop for eastbound and westbound traffic on MacLennan Avenue. Therefore, the Traffic Department concurs with the request.



G-1/S
397

G-1

C/S752

D/S-432

D
SITE PLAN
CONTROL
BY-LAW 80-196
AMENDED BY BY-
LAW NO.84-232

0-96 AC.

0-93 AC.

HILL

MOUNTAIN DRIVE
PUBLIC SCHOOL

FOR ACTION

12ca

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

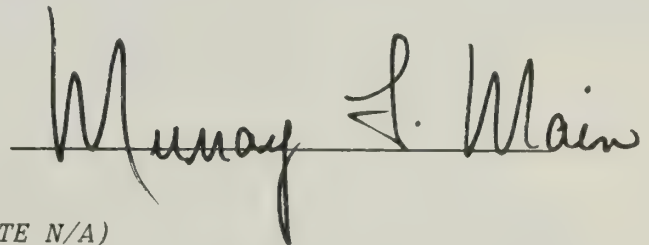
DATE: 1989 April 6
COMM FILE: TEC-74-89
DEPT FILE: 3-9.1

SUBJECT:

21 Roseland Avenue - Request for Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Roseland Avenue commencing 32 feet from the east end to a point 22 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Fred Clarkson, 21 Roseland Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department's operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. F. Clarkson, 21 Roseland Avenue, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped.

Roseland Avenue has a 20 foot pavement width, and presently, parking is permitted on the north side and prohibited on the south side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of

handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Clarkson possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



FOR ACTION

12cb

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

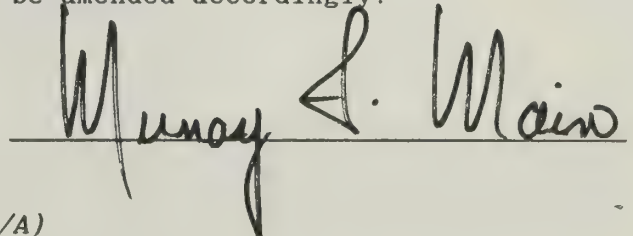
FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 March 28
COMM FILE: 3-9.2
DEPT FILE: TEC-91-89

SUBJECT: 121 Ray Street South - Request for a Reserved Permit
Parking Space for a Handicapped Resident

RECOMMENDATION:

- a) That a Permit Parking regulation be implemented on the west side of Ray Street South, commencing at a point 25 ft south of Hunter Street west and extending to a point 19 ft southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. C. Reishheld, 121 Ray Street South; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

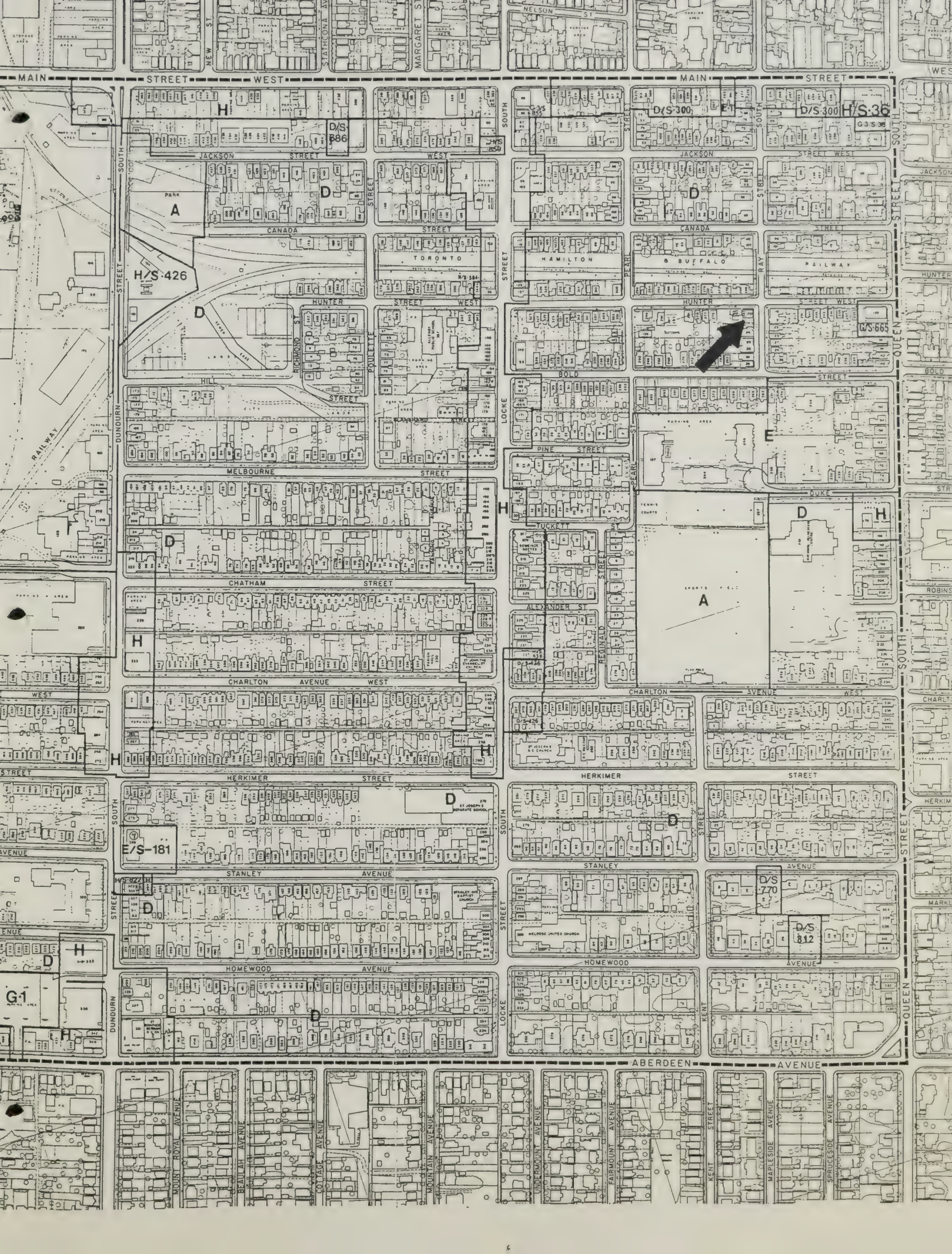
Sufficient funds have been provided in the 1989 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mayor Bob Morrow has advised of a request from Mr. C. Reishheld, 121 Ray Street South, that a reserved permit parking space be designated on the street opposite his home. Presently, parking is prohibited on the east side in front of Mr. Reishheld's home and there is unrestricted free parking on the west side of Ray Street in this area. Mr. Reishheld wishes to reserve an on-street parking space directly opposite his home since both he and his wife are disabled. The proprietor of the business at 120 Ray Street South, located directly across the street from 121 Ray Street, has advised the Traffic Department that he has no objections to reserving the space in front of his business for Mr. Reishheld.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved parking spaces in front of handicapped residents' homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. C. Reishheld possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, it appears that Mr. Reishheld has a genuine need for a reserved on-street parking space directly opposite his home and the Traffic Department concurs with this request.



FOR ACTION

13.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

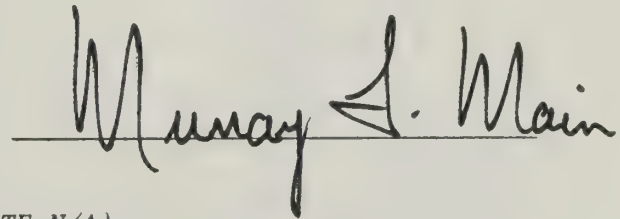
DATE: 1989 April 4
COMM FILE: TEC-87-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Wellington Street and Stinson Street - School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the School Traffic Officer presently assigned to the intersection of Wellington Street and Stinson Street be removed during the lunch hour crossing period only.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

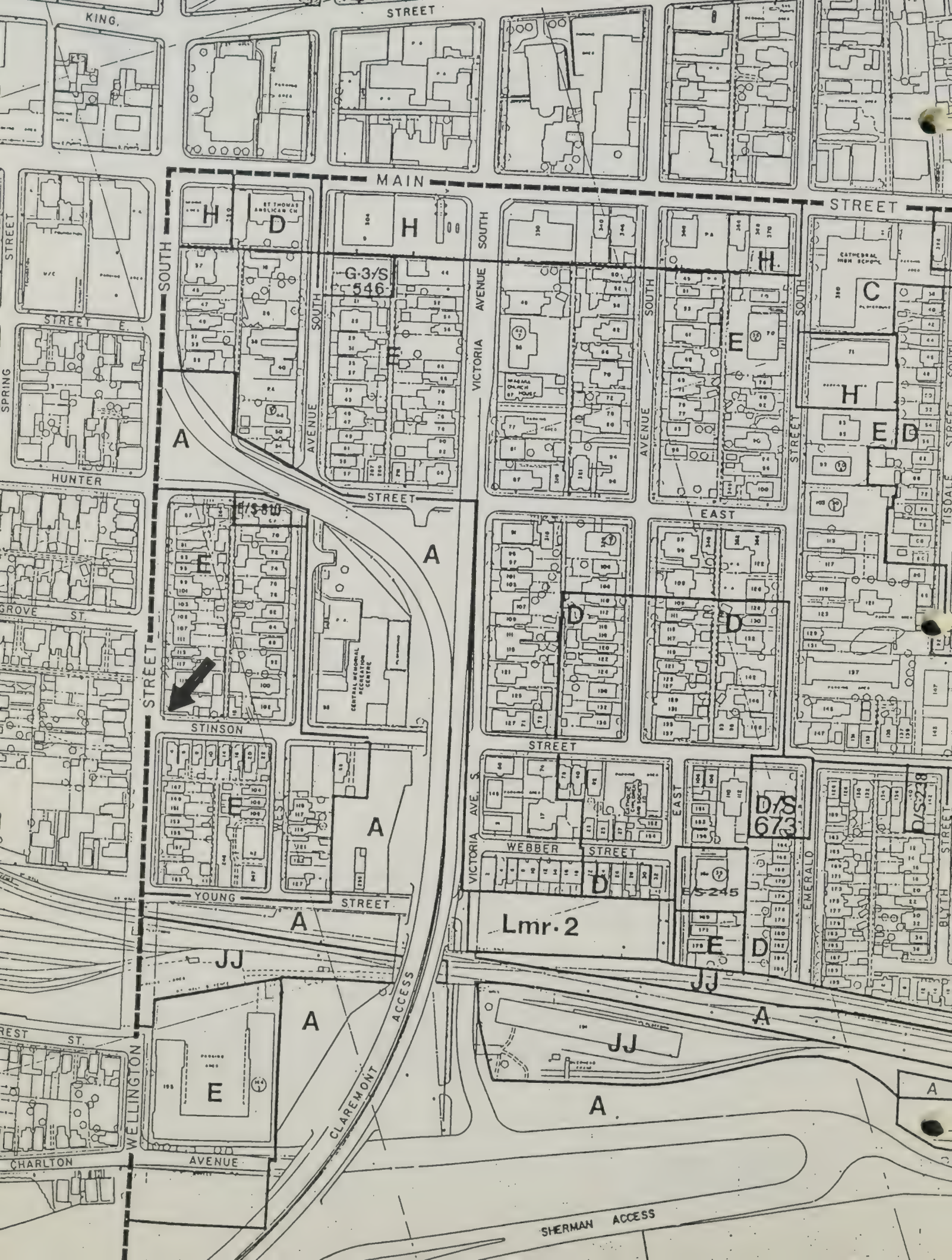
An annual reduction of \$1,668.00 will result by removing the School Traffic Officer during the lunch hour crossing periods.

BACKGROUND:

The Regional Police Department conducted studies at the intersection of Wellington Street and Stinson Street on 1988 November 17, 18 and 21. The subject intersection is a "T" type intersection, and presently, westbound traffic on Stinson is required to stop for northbound and southbound traffic on Wellington.

The Regional Police concluded from these studies that a School Traffic Officer is not required during the lunch hour period since only one elementary school child crossed the intersection and this child was accompanied by her parent. Therefore, the Regional Police have recommended that the School Traffic Officer be removed during the lunchtime crossing period, and the Traffic Department concurs with the recommendation of the Regional Police Department.

cc. Mrs. D. Buist
Regional Police



FOR ACTION

14 (ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

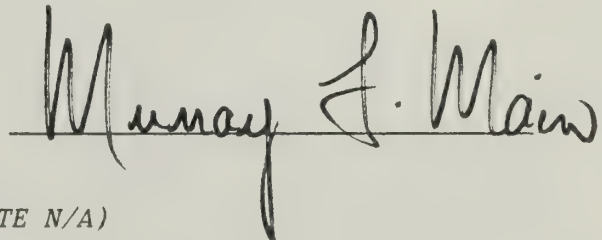
DATE: 1989 April 06
COMM FILE: TEC-94-89
DEPT FILE: 3-9.2

SUBJECT:

London Street North between Main Street East and Dunsmure Road - Parking Regulations.

RECOMMENDATION:

- a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on both sides of London Street North between Main Street East and Dunsmure Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



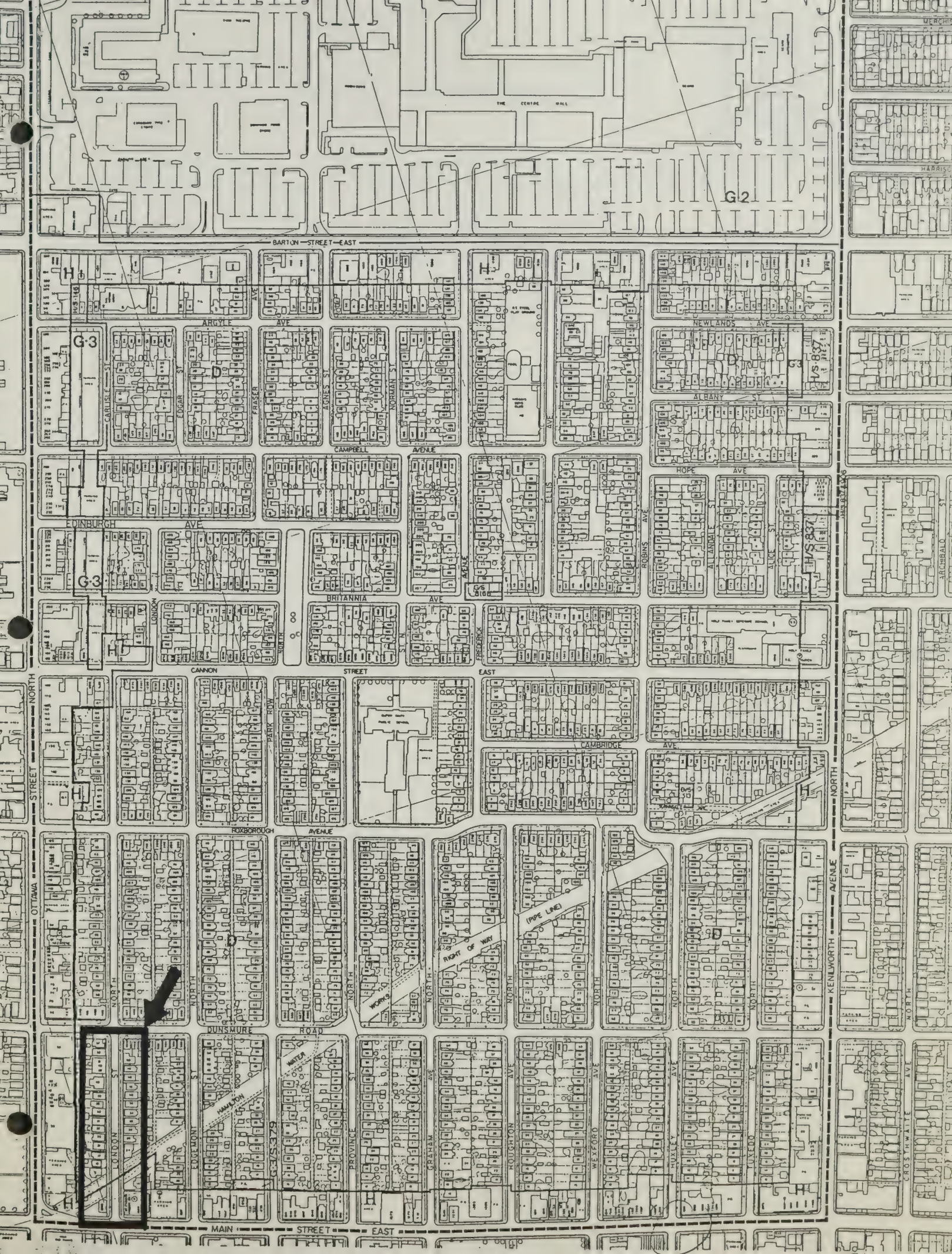
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 21 of the 29 one, two and three family dwellings on London Street North in the block between Main Street East and Dunsmure Road, requesting that a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the street. All 21 residents who signed the petition indicated their support of the proposed regulation. Presently, there is an "Alternate Side Parking" regulation on the street in this area and the residents have expressed concern regarding non-resident long-term parking.

The implementation of the requested regulation would eliminate long-term non-resident parking. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since approximately 72% of the abutting residents have signed the petition, the Traffic Department concurs with the request.



G2

BARTON STREET—EAST

G-3

G-3

MS-837

MS-837

STREET NORTH OTTAWA

NORTH

KENILWORTH AVENUE

NORTH

NORTH

NORTH



MAIN STREET—EAST

FOR ACTION

14(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

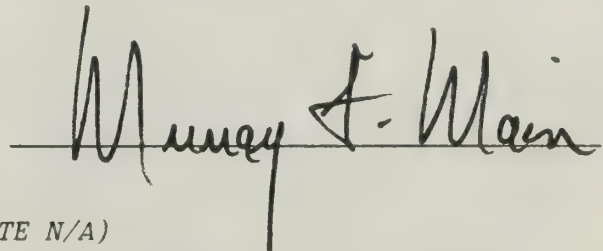
DATE: 1989 April 7
COMM FILE: TEC-95-89
DEPT FILE: 3-9.2

SUBJECT:

Greig Street between Barton Street West and Little Greig Street - Parking Regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the west side of Greig Street between Barton Street West and Little Greig Street; and
- b) That a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the east side of Greig Street, commencing at a point 283 feet south of Barton Street West and extending to a point 92 feet southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 26 of the 31 one, two and three family dwellings on Greig Street in the block between Barton Street West and Little Greig Street, requesting that "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the street. All 26 residents who signed the petition have

indicated their support for the proposed regulation. Presently, there is unrestricted free parking on the west side of Greig Street in this block, and "No Parking" on the east side except for approximately 4 unrestricted spaces in the middle of the block. The letter accompanying the petition advises that the residents are concerned about long-term parking by area employees and by residents of apartment buildings in the area.

The implementation of the requested regulation would eliminate long-term parking by employees and apartment residents. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 84% of the abutting residents have signed the petition, the Traffic Department concurs with the request.

A/S-569



A/S-569



A/S-450

H/S-831

H/S-481

E/S-450

H/S-745

E/S-333

J

D

WEST

STREET

STREET

STREET

STREET

STREET

STREET

STREET

STREET

SITE PLAN CONTROL
BY-LAW 81-1072

SITE PLAN CONTROL
BY-LAW 80-013

SITE PLAN CONTROL
BY-LAW 81-025

SITE PLAN CONTROL
BY-LAW 80-024

SITE PLAN CONTROL
BY-LAW 80-030

SITE PLAN CONTROL
BY-LAW 80-013

SITE PLAN CONTROL
BY-LAW 80-013

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BY-LAW 80-017

SITE PLAN CONTROL
BY-LAW 80-017

SITE PLAN CONTROL
BY-LAW 80-017

FOR ACTION

15.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 31
COMM FILE: TEC-84-89
DEPT FILE: 3-9.5

SUBJECT:

Application to lease a portion of the boulevard of Cambridge Avenue adjacent to Nos. 135 - 139 Kenilworth Avenue North.

RECOMMENDATION:

That the application of Mr. Rade Zakula to lease a portion of the boulevard of Cambridge Avenue adjacent to Nos. 135 - 139 Kenilworth Avenue North be approved, provided that:

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$50.00 per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner pays a one time \$150.00 processing fee, as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Revenue from the leasing of this City boulevard would be \$50.00 per year.

BACKGROUND:

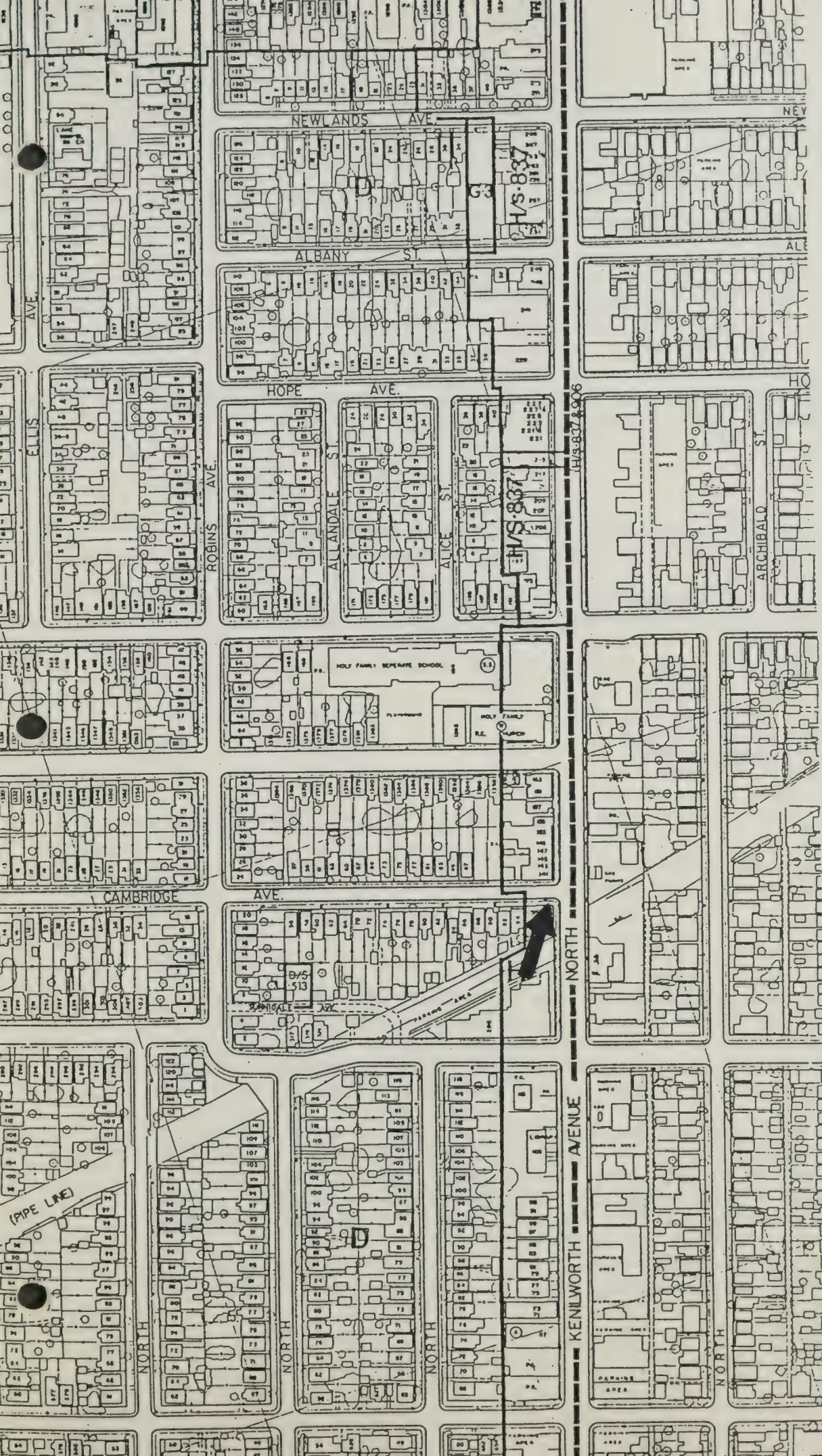
Mr. Zakula has applied for permission to lease a portion of the road allowance of Cambridge Avenue adjacent to the commercial property at Nos. 135 - 139 Kenilworth Avenue North to park one vehicle.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$235.00 which represents the first annual leasing fee (\$50.00) and encroachment insurance (\$10.00), as well as the one time registration fee (\$25.00) and one time processing fee (\$150.00).

The installation of a driveway ramp for this boulevard parking area would require the removal of one parking meter space from the south side of Cambridge, west of Kenilworth. However, since there are two Hamilton Parking Authority lots in the immediate vicinity, the loss of one on-street meter space should not create any parking problems for other area businesses.

cc: Mr. K. A. Rouff
City Solicitor



NEWLANDS AVE

ALBANY ST

HOPE AVE

ROBINS AVE

ALLENDALE ST

ALICE ST

ARCHIBALD ST

NORTH
KENILWORTH AVENUE

NORTH

NORTH

NORTH

NORTH

(PIPE LINE)

HOLY FAMILY SEPARATE SCHOOL
HOLY FAMILY

H/S-837

H/S-837

H/S-837 & 906

FOR ACTION

16.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

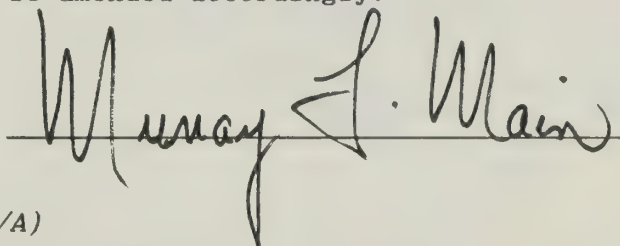
FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 March 30
COMM FILE: 3-9.3
DEPT FILE: TEC-90-89

SUBJECT: Intersections of Summerlea Drive and Regency Street and
Summerlea Drive and Lisgar Court - Corner Clearances

RECOMMENDATION:

- a) That a parking prohibition be implemented on the north side of Summerlea Drive between Regency Street and a point 108 ft westerly therefrom; and
- b) That a parking prohibition be implemented on the west side of Lisgar Court between Summerlea Drive and a point 96 ft southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

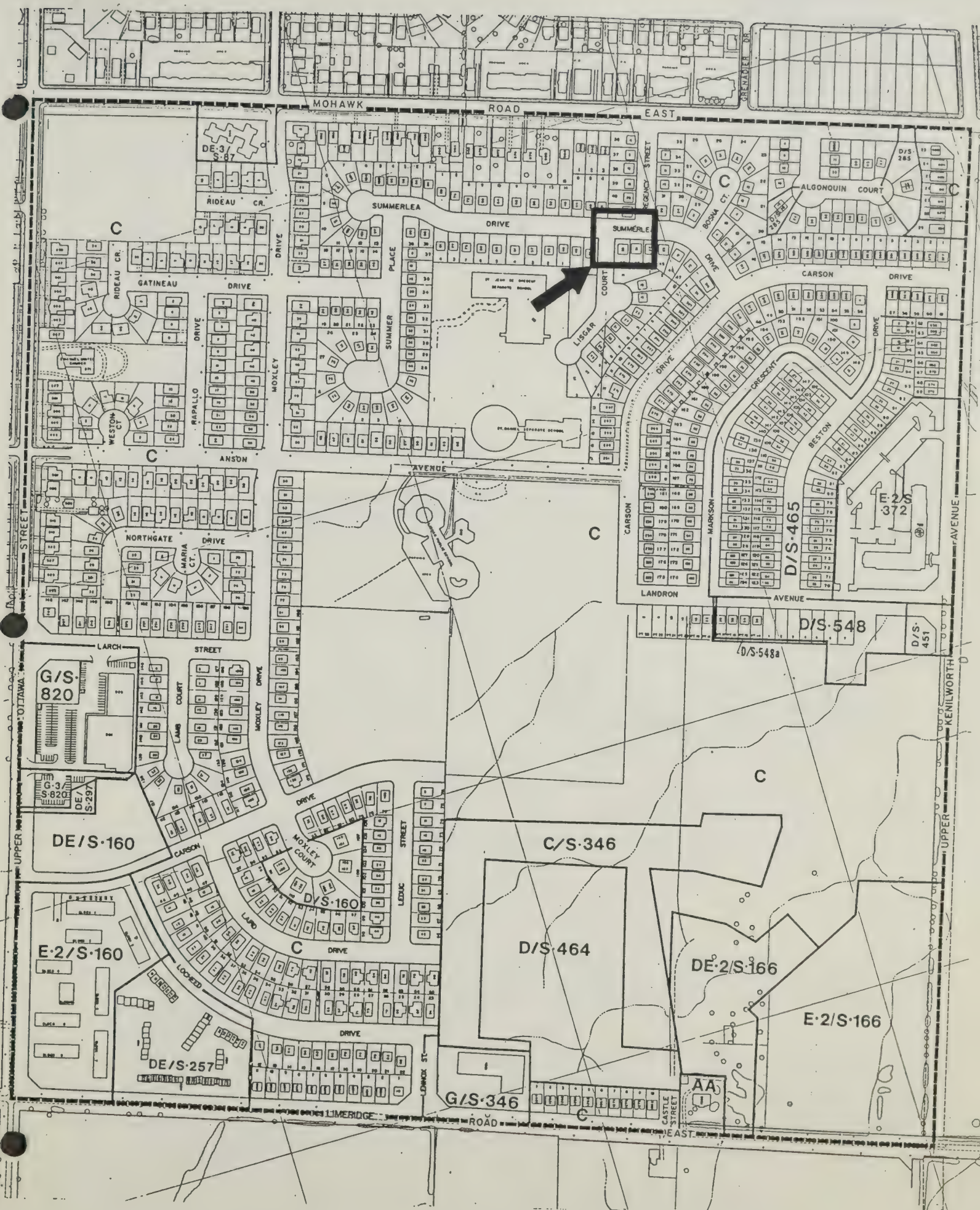
BACKGROUND:

Two area residents have requested that corner clearances be implemented at the intersections of Summerlea Drive and Regency Street and Summerlea Drive and Lisgar Court to improve visibility and to facilitate turning movements. Lisgar and Regency intersect with Summerlea within 100 feet of each other such that these two intersections are really one off-set intersection.

Presently, there is unrestricted free parking available on both sides of Summerlea Drive and Lisgar Court and a Traffic Department investigator has confirmed that vehicles parked immediately adjacent to the intersection would impede vehicular movements and obstruct visibility. Therefore, the Traffic Department concurs with the request for stopping prohibitions in these areas.

The implementation of the proposed corner clearances would result in a total loss of 8 on-street spaces along the flankages of two residential properties.

However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the streets.



FOR ACTION

17.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

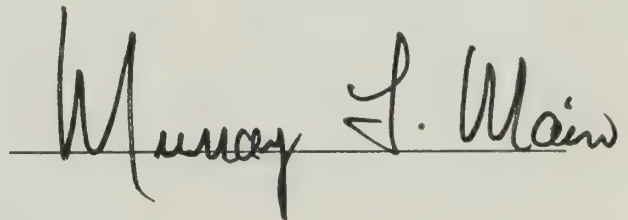
DATE: 1989 April 7
COMM FILE: TEC-96-89
DEPT FILE: 3-9.1

SUBJECT:

The north side of Gertrude Street, West of Depew Street - Request for Wheelchair Loading Zone.

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Gertrude Street commencing at a point 587 feet west of Depew Street and extending to a point 28 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

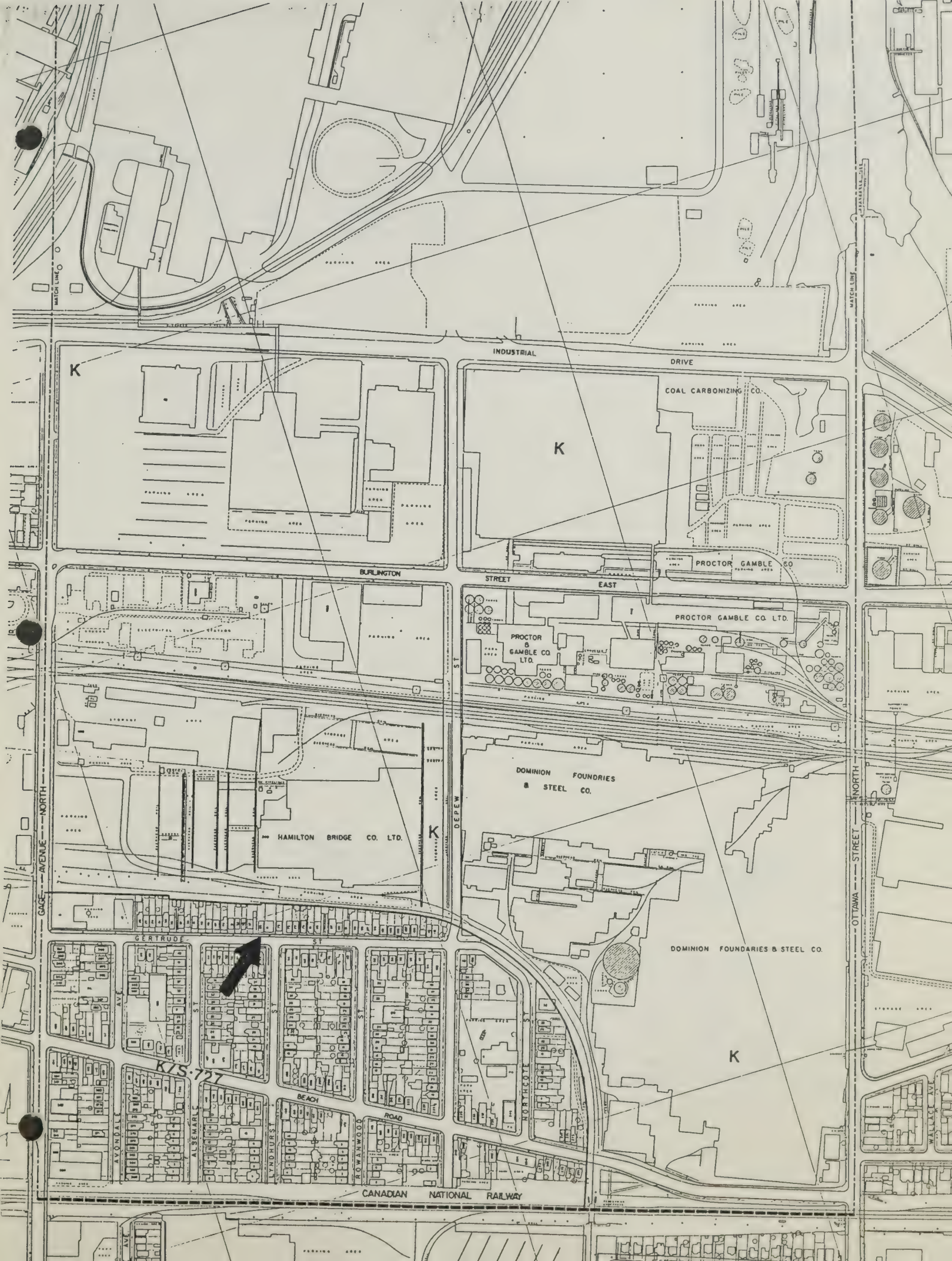
Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The resident of 69 Gertrude Street has requested that a wheelchair loading zone be implemented in front of her home to allow loading and unloading of a handicapped individual by Darts buses on the street directly in front of their property.

Presently, there is a "Three Hour Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation on the north side of Gertrude Street in this area. The requested "No Stopping, Wheelchair Loading Only" regulation would result in the loss of only one on-street parking space directly in front of the applicant's property, and the applicant has agreed to limit the hours for loading and

unloading to 8:00 a.m. to 6:00 p.m., Monday through Friday, such that the space is available for parking each evening and all day on weekends. Therefore, the Traffic Department would not anticipate any parking problems resulting for other area residents and concurs with this request.



GAGE AVENUE NORTH

BURLINGTON STREET

INDUSTRIAL DRIVE

COAL CARBONIZING CO.

PROCTOR GAMBLE CO.

PROCTOR GAMBLE CO. LTD.

PROCTOR GAMBLE CO. LTD.

DOMINION FOUNDRIES & STEEL CO.

HAMILTON BRIDGE CO. LTD.

DOMINION FOUNDRIES & STEEL CO.

CANADIAN NATIONAL RAILWAY

OTTAWA STREET NORTH

GERTRUDE ST

ALSENBURG ST

BEACH ST

ROWANWOOD ROAD

TORTCOUTE ST

KZS-727

FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

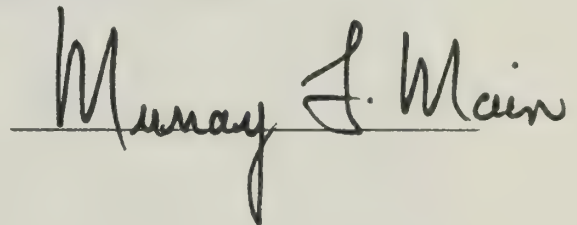
FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 April 14
COMM FILE: 3-9.1
DEPT FILE: TEC-101-89

SUBJECT: Speed limit on Mount Albion Road.

RECOMMENDATIONS:

- That the existing 40 km/h speed limit on Mount Albion Road from a point 1000 feet south Greenhill Avenue to a point 1000 feet north of Mud Street be replaced with the standard municipal speed limit of 50 km/h; and,
- That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget to cover the cost of making the recommended signing change.

BACKGROUND:

At the meeting of the Transport and Environment Committee on 1988 October 17 an added item was raised respecting the speed limit on a portion of Mount Albion Road. There was no report written for the benefit of the Committee, but reference was made to a letter sent on an earlier date to the Ward Alderman respecting this request:

I was asked my opinion as to the appropriateness of reducing the speed limit in certain areas to 30 or 40 km/h. I reported verbally that the City does not have the authority to reduce a speed limit to as low as 30 km/h on a public highway, but that The Highway Traffic Act does allow a reduction to 40 km/h. I recommended strongly against such an action because it has been clearly documented for many years that speed limits should be appropriate to the conditions of the roadway, and that an arbitrarily low speed limit is counter-productive in terms of compliance by the driver, and the affect on the

collision rate. Nonetheless, the Committee directed me to reduce the speed limit of a portion of the roadway, to be determined by myself, to 40 km/h, and the directions of the Committee and of the Council were followed.

Following erection of the new speed limit signs, the Traffic Department has received in excess of 20 strong complaints from the motoring public, expressing dissatisfaction with the lowered speed limit and demanding that the speed limit be restored to the previous standard municipal speed limit of 50 km/h.

A limited number of studies were done to determine the affect of the reduced speed limit, and although more studies could have been performed had time permitted, the following conclusions have been reached by Traffic Department staff.

1. At the three locations studied, there has been a general shift to lower speeds by drivers, partly as result of drivers being forced to reduce their speeds when following a driver who chooses to obey the lower speed limit rather than this necessarily being a matter of choice for all drivers.
2. As I predicted at the Committee meeting, the speed differential between vehicles has increased, and this has resulted in considerable driver frustration, erratic and unsafe passing movements and higher collision potential. An assessment of the travel speeds of the mid-range 40 percent of speeds travelled by motorists (excluding the highest 30 percent and the lowest 30 percent) has determined that the speed differential and therefore the potential for collisions is considerably higher under the lowered speed limit, than was previously the case. In the southbound direction, the average speed differential at the three locations studied increased from a differential of 7 km/h to a differential of 10, 14, and 15 km/h respectively, which is an increase in the differential speed of 85 percent on the average. In the case of the northbound direction, the increase in speed differential was from 7 km/h to 8, 8 and 10 km/h respectively at the three locations, which is an average increase in speed differential of 29 percent. Since the principle factor in the number and severity of vehicular collisions is speed differential, it is clear that the lowered speed limit has very significantly increased the potential for traffic collisions.
3. A Police Department spokesman has stated their view that the lower speed limit has created a more dangerous situation, and that enforcement is very difficult on this 2 lane road.
4. The concern of the public is always the small percentage of motorists who exceed the speed limit by a wide margin, rather than those who are marginally over the speed limit. While the overall speed of traffic has been somewhat reduced by the lower speed limit, 2 percent of the motorists are still exceeding a speed of 70 km/h, which is 30 km/h over the presently signed speed limit, and 20 km/h over a more realistic speed limit of 50 km/h. This has confirmed our opinion that the lowered speed limit has, indeed, created less safe conditions than existed prior to the change in the speed limit.

5. As pointed out by one of the complainants, the gear ratio of many four-cylinder cars is such that a motorist driving one of these vehicles cannot drive in high gear at a speed as low as 40 km/h, particularly when travelling up a grade as is the case on Mount Albion Road. Drivers of these vehicles must shift to a lower gear, which is a considerable hardship when a three or four speed manual transmission is involved. The same lady stated that if she starts at the bottom of a hill at 40 km/h with her vehicle, the best she can do by the time she reaches the top of the hill is approximately 10 km/h.

It is concluded that the 40 km/h speed limit is completely inappropriate for this section of Mount Albion Road, and that it has resulted in a large degree of driver dissatisfaction and lack of credibility, and that it has in fact created a more dangerous situation by increasing the speed differential for most motorists, and that unsafe passing maneuvers are now taking place as a result of frustration of the motorist, and that while a speed limit in excess of 50 km/h is appropriate for significant portions of the subject section of roadway, nonetheless the standard municipal speed limit of 50 km/h should be restored to this section of roadway.

The attached copy of an article from The Hamilton Spectator is appended to this report on the instructions of the Chairman of the Committee.

Attach.

When the sign says 40, I go 40' and dangerous things follow

WE'RE NOT tackling a big issue today — new speed signs in the east end. But it's a fine example of city hall giving common sense the shove.

The signs, installed early this year, tell you not to drive faster than 40 km/h (25 mph) on the stretch of Mount Albion Road between Greenhill Avenue and the Mountain brow.

Frank Will, 72, retired project manager at Procter & Gamble, obeys the rules. "When a sign says 40, I go 40."

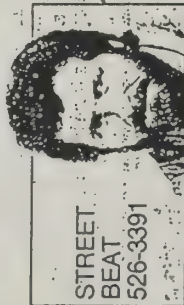
But dangerous things started happening, the kind that lead to head-on collisions. He contacted the Hamilton Auto Club.

Here's an excerpt of the letter the club sent to Murray Main, the city's director of traffic services:

"Mr. Will travels on Mount Albion Road every day and recently the speed limit has been changed from 50 km/h to 40 km/h."

"On several occasions, on the stretch of roadway where there are only two lanes of traffic, he has been passed by vehicles crossing the solid white line — he has been trying to get a reasonable explanation as to the purpose of this speed reduction. It would be very much appreciated if you could contact our member."

Main did call. "He told me he was on the road. He's pretty sure a car



Paul Wilson

dead-set against the lowering (of) the limit," says Will. But the politicians didn't listen.

Alderman Domenico Agostino wanted a 30 km/h (20 mph) limit, but city staff told him only the province could drop the limit that low.

After a lot of debate, however, he managed to push through a 40 km/h motion, seconded by Alderman Tom Murray.

So when the signs went up, Will downshifted his four-cylinder Mustang and the cars started lining up behind him. Or passing on the solid line.

Will talked to Agostino in February. The alderman told him — and told me yesterday — that there were "a number of concerns" from people on the road. He's pretty sure a car

ter (1 mile) slow zone. I drove 40 km/h. Half-way down, I had four cars crowding my tail. I'm sure they were cursing. If I'd hit the brakes, we'd have had a first-rate pile-up.

No one passed me on that solid line, but after all, it was foggy and raining. At the bottom of the hill the road expands to two lanes each way and the cars pulled out from behind me and were gone. But I kept crawling along at 40 for three-quarters of a kilometre, until I finally reached the 50 sign.

The new signs make Albion more dangerous. And they make even reasonable people scoff at the posted rules of the road. On this one, Frank Will is absolutely right.

□ □ □

The odds of finding Rosa Serbula's engagement ring are probably zero. But let's try. Her mother Erika, a widow and housekeeper at St. Joe's, gave me the details.

Rosa, 24, goes with a fellow named Murray and she wanted a real engagement. "Cimon Murray, buy me a ring," she said. She even picked one out — a \$1,200, seven-diamond beauty.

Too much, said Murray. But

three months ago he surprised her and tucked it under her pillow. He bought it with his Visa card, a large balance still owing.

The day before Good Friday, Erika and Rosa were going to Buffalo to visit relatives. Just before noon, they stopped at the Fiesta Mall.

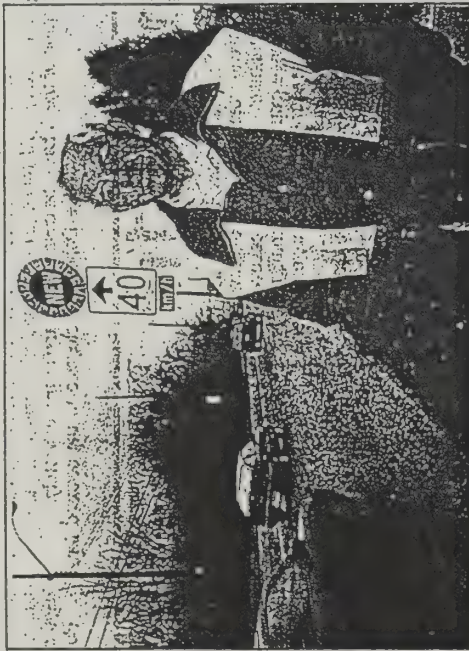
Rosa noticed her ring had gotten a little dull. They stopped at the jewellers and bought a \$4 jar of jewelry cleaner. Rosa dropped the ring inside — you leave it in for a half-hour or so and then just give it a polish.

The pair then went into Zellers for bacon and eggs. The brown plastic bag from the jewellers was on their table.

About 12:15 p.m. they realized they were behind schedule. Erika told Rosa to bring the car out front and she'd wait for the bill.

They were on the QEW near Grimsby before Rosa remembered the ring. They doubled back to Zellers and talked to the waitress. The manager helped them search the washrooms. Nothing.

Erika feels it's her fault and Rosa's been sick to her stomach over this. If you've got the jar, keep it with Erika's best wishes. But please, fish out that ring and give Rosa a call any time after 4 p.m. at 578-4748.



Frank Will says speed limit change dangerous. In St. Joe's Novak, The Spectator Staff go by the book. They do their job, professionally. But they don't have the feel for the area and they're not getting the complaints right.

What bothers Will is that the aldermen ignored city staff. The staff are supposed to be experts. If the aldermen are not going to listen to their experts, they should fire them.

In self-defence, Agostino says



CITY COUNCIL
HAMILTON, CANADA

Alderman Dominic Agostino

71 MAIN STREET WEST L8N 3T4 • (416) 526-2732 • RES. (416) 574-0179 — WARD 5

1989 April 10

Mr. B. Prowse, Secretary,
Transport and Environment Committee

Dear Bob:

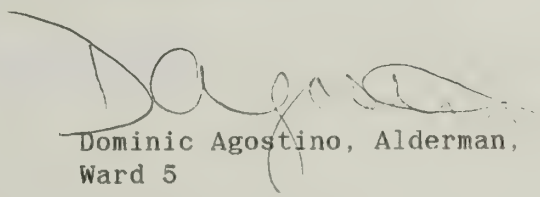
Would you please arrange to have the following item placed on the agenda for the next Transport and Environment Committee:

"A review of the speed limit on Mount Albion Road between Greenhill and the Brow".

I have asked Marty Hazel to ensure that all pertinent background information will be available for the meeting date.

Thank you for your attention to this matter.

Sincerely,



Dominic Agostino, Alderman,
Ward 5

DA:tb



505 Kenora Avenue, Building #1, Hamilton, Ontario, Canada L8E 3P2

Phone: 561-9320

February 6, 1989

Mayor R. Morrow,
Corporation of the City of Hamilton,
CITY HALL,
Hamilton, Ontario

Dear Mr. Morrow:

Re: Speed Limits - Mount Albion Rd., south from
King Street to Mud Street, Hamilton

There has been a recent change in the speed limits on Mt. albion Rd. that I find most disconcerting and I ask that you review my findings and give some thought to the practicality and justification for these changes.

The first 1/3 (aprox 1 km) running through an area which contains a school, a church and a residential area on both sides of the street - speed limit: 50 kmh

The second 1/3 running through a golf course, with no houses or walks on the east side and a little less than 1 km of a 4-lane street - speed limit: 40 kmh

The balance is a 2-lane road, with no houses whatsoever on either side - speed limit: 40 kmh until about 1,000 ft. from the traffic light at Mud St., where the speed limit changes again - speed limit: 50 kmh.

Is there an error here? It just doesn't make sense! Traffic should be slower in the area where children and pedestrian traffic might exist (such as the first 1/3 of the street). The only value I can see in changing the speed limits to what they are would be to provide our police department with an ideal location for setting up speed traps. I would hope this is not the intent of the City when establishing speed limits.

I would appreciate your comments. I remain

Yours truly,

GEORGE SINCLAIR CONSTRUCTION INC.

WRS/me

William R. Sinclair.

copy to: Alderman F. Lombardo, Alderman Dominic Agostino
and Mr. M. Main, Commissioner of Traffic.

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enhance
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The Future Is Now!

The 82nd Annual Meeting & Exhibition
June 25-30
Anaheim, California

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AIR & WASTE MANAGEMENT
A S S O C I A T I O N

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SINCE 1907

Tomorrow's environment will reflect today's decisions.

Recognizing each other's needs, we all must work together to develop solutions to environmental problems. We must ensure that economic growth and societal convenience exist in harmony with the environment, not at its expense. This environmental balance can only be obtained through an integrated approach that reconciles objectives and blends expertise and technology to achieve a common goal.

The Air & Waste Management Association provides a neutral, objective forum to facilitate this approach. It offers a means for blending multi-industrial, multi-disciplinary and multi-media perspectives into a rational, objective path toward resolution of an environmental problem.

For some of you, the first step on that path is this conference. It's a first step designed to "get you off on the right foot" no matter your environmental interest or concern.

For others, this conference represents a continuation of the journey you committed yourself to, months, years or decades ago. It builds upon past conferences, meetings, publications and seminars. It lays the foundations for future resolutions.

No matter who you are, where you begin or where you stand, this path leads to the future. It lays open to everyone who cares to share in the shaping of solutions.

The choice is up to all of us. The future for all of us is the future we choose now.



The Future Is Now!

The 82nd Annual Meeting & Exhibition

June 25-30

Anaheim, California

Technical Program at a Glance

Air Issues					
	Ozone	Indoor Air	Acid Deposition	Atmospheric Sciences	Modeling & Emissions
Monday a.m.	Plenary Session— An Overview of Environmental Issues				
Monday p.m.	Nonattainment Issues & Policies— 37	Evaluations & Policies — 85	Acid Deposition: Chemistry, Modeling, Measurement — 65	Carbon Monoxide — 40 SCAQS Symposium Overview — 111	Factors & Inventories — 24 Source Fingerprinting — 145
Tuesday a.m.	Short-term Exposure & Acute Responses— 27 Assessing Effects on Ecosystems — 90	Quality — 159	NAPAP Assessment & Scientific Foundation — 113	Emission Studies — 137 Photochemistry — 139	From Wildfires — 25 Developments in Data Analysis — 103
Tuesday p.m.	Compliance Program Effectiveness — 3 Stratospheric Ozone — 4 Long-term Exposure & Health Effects — 12	Combustion Sources — 82		Pollutant Species — 138 Photochemistry — 152 PM 10 Measurement — 66A	New Directions — 103
7 p.m., Tuesday, Panel "Lifestyle Changes," at the Marriott Hotel					
Wednesday a.m.	Meteorological Aspects — 35 Photochemical Modeling — 42A	Building Design, Ventilation, Modeling — 83	Acid Deposition: Chemistry, etc. — 156	PM 10 Measurement — 66B SCAQS Symposium Aerosols — 140	Ozone Non-attainment — 42A Hazardous Substance Exposure — 104
Wednesday p.m.	Photochemical Modeling — 42B Critical Review — 164	Radon Mitigation & Monitoring — 79	Acid Rain: Regional Air Quality — 116 Western Forests Symposium Wet Deposition — 130 Dry Deposition — 133	Aerosol Measurements — 153 Fine Particles & Visibility — 141	Ozone Nonattainment — 42B Accidental Releases — 55
Thursday a.m.	Developments in Control Technology — 29	Sick Building Syndrome — 86	Physiological Mechanisms — 129 with EPA — 112 Conditions & Trends — 131	Urban Visibility — 154	Mobile Sources — 7 Atmospheric Dispersion I — 43
Thursday p.m.	Ranking of Hydrocarbon Reactivities — 73	Gas-Phase Organic Compounds — 80			Vehicle Technology — 9 Atmospheric Dispersion II — 114
Friday a.m.	Control by Emission Blending — 125	Removal of Particles, Vapors & Gases — 84	Acid Deposition — 157 Modeling — 134 Conditions & Trends — 128 Physiological Mechanisms — 132	Visibility Studies — 67	Atmospheric Dispersion III — 150
Friday p.m.			Soil Mediation — 135	Visibility Modeling — 151	

Technical Program at a Glance

Waste Issues

	Waste Management	Landfills & Other Treatments	Incineration	Minimization & By-Products
Monday a.m.	Plenary Session – An Overview of Environmental Issues			
Monday p.m.	RCRA Overview – 168 Superfund Air Considerations – 142 Fugitive Emissions – 51		Hazardous Waste Regulation – 21	Generation Prevention – 78
Tuesday a.m.		Treatment of Contaminated Soils – 98A	Advances & Innovations – 23	Solid Waste Economics – 74
Tuesday p.m.	Hazardous Material at Defense Facilities – 70 Superfund Overview – 109	Contaminated Soils & Site Cleanup – 160	Measuring Toxic Emissions – 6	
7 p.m., Tuesday, Panel "Lifestyle Changes," at the Marriott Hotel				
Wednesday a.m.	Underground Storage Tanks – 143	Landfill Gas – 53		
Wednesday p.m.	Regulatory Policy – 45	Landfill Gas – 155	Municipal Waste: Electric Utility Opportunities – 20	
Thursday a.m.	Infectious Wastes – 110		Contaminated Soils & Sludges – 2 Catalytic Control – 96A	Management of Combustion By-Products – 144
Thursday p.m.		Bioremediation – 165	Catalytic Control – 96B	Utility By-Product Waste Management – 18
Friday a.m.	Resource Recovery – 109			Resource Recovery Case Studies – 109 Solid Wastes & Refuse Disposal – 47
Friday p.m.	Resource Recovery – 163 Remote Sensors – 108			Resource Recovery – 163

Environmental Management

Toxic Chemicals	Control, Operations, Fuels	Health & Ecological Effects	Legal, Regulatory & Public Issues	Management Topics
Plenary Session – An Overview of Environmental Issues				
Estimation & Control – 10 Proposition 65 – 76 Fugitive Emission Control – 30 Clean Fuels – 124	Clean Fuel Developments – 124	Standards Setting – 38	Dispute Resolution vs. Litigation – 127 Proposition 65 – 76 RCRA Overview – 168	Public Relations – 36 Superfund Air Considerations – 142
Risk Assessment in Developing Countries – 57	Area Source Controls – 32 Clean Fuel Availability – 117	Ozone Exposure & Responses – 27	Decision Analysis – 58A Implementing Incentives – 77 Enforcement Practices – 118A	Developing Countries – 57 CFC Reduction – 5 International Experiences – 15
From Municipal & Hazardous Waste – 6	Woodstoves & Fireplaces – 95	Long Term Ozone Health Effects – 12	Risk Applications – 58B Enforcement Practices – 118B Superfund Overview – 169 Ethics – 46	Stratospheric Ozone Depletion – 4 Urban Planning – 39 Training/Technology Transfer – 106
7 p.m., Tuesday, Panel "Lifestyle Changes," at the Marriott Hotel				
Utility Sources – 71 SARA Title III – 44 Receptor Modeling – 104	Alternate Vehicle Fuels – 63A Motor Vehicle Emissions – 64 Noise & Control Devices – 101	Carbon Monoxide – 54 Air Toxics – 91	New Source Review – 99	Multimedia Pollution Control – 11 Motor Vehicle Emissions – 64 Global Climate Change – 119 Information Delivery – 105
Accidental Releases – 55 California's Ambient Air – 166 Storing & Transporting – 60	Alternate Vehicle Fuels – 63B Industrial Pollution Control – 69	Critical Review – 164	NSR, PSD, SIP Issues – 72 Air Toxics & Waste – 45	Global Climate Change – 148
Emissions from Mobile Sources – 34A Risk Assessment – 59	Ozone Control Technology – 29 Industrial Boilers – 19 Catalytic Control – 96A	Airborne Acidity – 92 From Mobile Sources – 34A Time Activity Patterns – 100	PM 10 SIP Development – 33 Risk Assessment – 59	Microcomputer Applications – 14A Concerns of Property Owners, Managers – 102
Emissions & Risks from Mobile Sources – 34B Risk Communication – 56	Coal Combustion & By-Product Waste Management – 18 Catalytic Control – 96B	From Global Environmental Modification – 13 From Mobile Sources – 34B Estimating Human Exposure – 161	Implementing PM 10 Standards – 31 Risk Communication – 56	Audits for Property Transfer – 17 Microcomputer Applications – 14B
Estimating Fugitive Emissions – 120 Airborne Trace Metals – 149	Gas Turbines – 75	In Terrestrial & Aquatic Ecosystems – 88 Responses of Sensitive Individuals – 94		Environmental Nuisances – 93 Impairment Liability – 61
Remote Sensing for Site Investigation – 108		Terrestrial Ecosystems – 89		Remote Sensors for Waste Site Investigation – 108



AIR & WASTE MANAGEMENT ASSOCIATION

Exhibition

Examine the products and services of the world's leading suppliers of instrumentation, pollution control equipment, waste management services and consulting at the Exhibition. Recognized as the most comprehensive annual show of its kind in North America, the Exhibition provides you with the most efficient way of evaluating a myriad of products and services:

- * Emission and ambient monitoring equipment for criteria and toxic pollutants.
- * Consulting services for designing, auditing and permitting.
- * Waste treatment systems including incineration.
- * Control equipment for criteria pollutants, VOCs and toxic pollutants.
- * Indoor air and personal monitoring systems.
- * Computerized control, management and data handling systems.
- * Education, publishing and other professional associations.
- * U.S. EPA and other governmental agencies and departments.

Education Program

Expand your environmental, technical and managerial skills in air and waste management. Receive updates on various technical topics. Both are possible when you participate in the Education Program. You can select from nine courses that are held on Saturday and Sunday before the Meeting:

Course 1 Hazardous Waste Incineration Systems: Permit Procedures, Design and Operation.

Course 2 Industrial Control Equipment for Particulate and Gaseous Pollutants.

Course 3 Remediation Alternatives for Treatment of Hazardous Wastes & Superfund Sites.

Course 4 Estimating Dispersion During an Emergency Response, with Emphasis on Complex Terrain.

Course 5 Fundamentals of Air Pollution Meteorology and Dispersion Modeling.

Course 6 Designing Ambient Air Monitoring Programs for Application at Hazardous Waste Sites.

Course 7 Continuous Emission Monitoring Systems.

Course 8 Contracting with the Federal Government for Air and Waste Management.

Course 9 Multiple Criteria Decision Making: Trade-off Evaluation in Air Pollution and Hazardous Waste Management.

Technical Tours

See industrial plants, systems and equipment in actual operation when touring four facilities:

Port of Long Beach

View from a boat the busiest port on the West Coast.

McDonnell Douglas Corporation

Examine how air pollutants are controlled while aircraft are painted.

Puente Hills Landfill

Watch trash turn into energy.


Thums Oil Island

See environmental controls at offshore oil wells.

Tickets cost \$10 and may be purchased onsite.

Job Placement Service

A no-fee job placement and referral service is operated by the Association. If you are looking for employment or employees in the air and/or waste management fields, you may participate in our placement service. Personnel at the placement service arrange meetings between applicants and employers. They match employers' job orders with applications that are sent in by potential employees.



The Future Is Now!

AAEE Luncheon

The American Academy of Environmental Engineers (AAEE) holds its annual luncheon during the conference. The program includes presentations of the winning entries in the Academy's Excellence in Environmental Engineering competition. Academy officials present a brief progress report on the Academy's programs.

Student Program

Special events for students include a reception, student poster session and a career day.

Social Events

Welcoming Reception

The Meeting begins with the traditional Sunday evening Welcoming Reception where you can renew old friendships and make new acquaintances.

President's Luncheon

Gale Hoffnagle, President of the Air & Waste Management Association, delivers the annual state of the Association address. Association awards are presented at this luncheon.

An Evening on the Queen Mary

This year's special social event is dinner and dancing on the Hotel Queen Mary.

Closing Mixer

This is your last chance to say good-bye to long-time friends and newly met colleagues and to make plans for next year's Annual Meeting.

Other Activities

- * An extensive spouses' program
- * Disneyland tickets at a reduced rate

Air Fares

The Association in cooperation with American and Delta Airlines offers major savings on your airfare to the Meeting. You must buy your ticket seven days before the Meeting to receive the discounts listed below:

- 40% off coach fares
- 35% off Canadian fares
- 5% off lowest applicable fares



To reserve your ticket, call the airlines listed below toll free and give the file number for whichever airline you are calling:

American Airlines: 1-800-433-1790, star file number: S69060.

Delta Airlines: 1-800-241-6760 file number P0337.

If you prefer to use your own travel agency, your agent should use these file numbers.

Hotel Accommodations

Take advantage of the special rates for the Meeting by selecting from among three Anaheim hotels: The Marriott, The Inn At The Park, and the Quality Hotel. All hotels are within walking distance of the Convention Center.

Locations and special rates are shown on the reservation form. The deadline for reservations is June 2, 1989. After that date, the special hotel rates are not available. Please note: a one night deposit of \$70 is required when you return the form. You may pay this deposit by check or credit card.

Registration and Fees

A registration form is included in this brochure. You can use this form to register for the Meeting (by



AIR & WASTE MANAGEMENT ASSOCIATION

the week or day), register for the continuing education courses, the Student Program and the Spouses' Program and purchase tickets to the social events and other activities

Full Registration \$295

Member Fee \$225

with dues \$300

Full registration includes admission to the Sunday Welcoming Reception, all technical sessions, the Exhibition, the Monday President's Luncheon and the Thursday Closing Mixer.

Spouses' Registration \$150

Spouses' registration includes admission to all Spouses' Program events, the Sunday Welcoming Reception and the Thursday Closing Mixer.

Student Registration \$40

Student Member Fee \$25

Student registration includes admission to all technical sessions, the Exhibition, the student reception

and the opening and closing mixers. Student ID is required to register.

Daily Registration \$90

Daily Member Fee \$80

Daily registration includes admission to the Sunday Welcoming Reception, the Thursday Closing Mixer, technical sessions and the Exhibition during the day(s) chosen.

Note: Daily registrants may also purchase tickets for the President's Luncheon and the evening on the Queen Mary.

Refund Policy

Refund requests are honored only if they are submitted in writing and postmarked by the following dates:

June 16 for a full refund of the amount you paid.

June 23 for a refund of one-half of the amount you paid.

After June 23, no refunds will be given for any reason.

ANAHEIM HOUSING MAP

- 1. Marriott Hotel
- 2. Inn at the Park
- 3. Quality Hotel
- 4. Convention Center



Legend

- 1) Marriott
- 2) Inn at the Park
- 3) Quality Hotel
- 4) Anaheim Convention Center

Room Rates

	Marriott Hotel*	Inn at the Park	Quality Hotel
Single	\$80	\$70	\$70
Double/Twin	\$90	\$70	\$75
Government* (Rooms are limited)	\$64		

The Future Is Now!

Hotel Reservation Form

The 82nd Annual Meeting & Exhibition

June 25-30
Anaheim, California

Mail to: AWMA Housing Bureau
c/o Anaheim Visitor &
Convention Bureau
P.O. Box 4270
Anaheim, CA 92802

Hotel Room Rates Escalate for
Registration Made after June 2, 1989

Instructions:

- Please print or type to insure accuracy.
- All confirmations are sent to the individual listed immediately below.
- Enclose deposit of \$70 or credit card information.

- To assure confirmation and listed room rates, this form must be received at the AWMA Housing Bureau before June 2, 1989.

CREDIT CARD TYPE _____

NUMBER _____ EXPIRATION _____

SIGNATURE _____

FULL NAME _____

COMPANY _____

ADDRESS _____

CITY _____ STATE/PROV. _____ POSTAL CODE _____

COUNTRY _____ PHONE _____

Hotel: 1st Choice _____ 2nd Choice _____

Instructions:

- Print or type last name first.
- Print or type names of all persons occupying each room.

- Select type of room desired and list arrival and departure dates.
- Supplemental list for additional rooms must use same format.

GUEST NAME/S (Print last name first)			
ROOM NO. 1	1	CHECK ONE <input type="checkbox"/> SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TWIN	ARR DATE _____ DEP DATE _____ ARRIVAL TIME _____ <input type="checkbox"/> AM <input type="checkbox"/> PM
	2		
	3		
	4		

GUEST NAME/S (Print last name first)			
ROOM NO. 2	1	CHECK ONE <input type="checkbox"/> SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TWIN	ARR DATE _____ DEP DATE _____ ARRIVAL TIME _____ <input type="checkbox"/> AM <input type="checkbox"/> PM
	2		
	3		
	4		

GUEST NAME/S (Print last name first)			
ROOM NO. 3	1	CHECK ONE <input type="checkbox"/> SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TWIN	ARR DATE _____ DEP DATE _____ ARRIVAL TIME _____ <input type="checkbox"/> AM <input type="checkbox"/> PM
	2		
	3		
	4		

IMPORTANT: Hotel locations and rates are shown on the following page. SEND DEPOSIT WITH RESERVATION. Please make check payable to the AWMA Housing Bureau. The housing bureau processes all reservation forms in the order in which they are received. An acknowledgement will be sent directly from the housing bureau upon receipt of your form. Allow at least two weeks for confirmations. Phone the housing bureau to make changes or cancellations after you receive your confirmation. The housing bureau will direct phone reservations to the available hotels after June 2, 1989. The housing bureau phone number is (714) 999-8939.

Advance Registration Form

This form must be received not later than June 5, 1987, for registration rates to apply.

Mail to: Air & Waste Management Association 78, P.O. Box 2861, Pittsburgh, PA 15230

Refund Policy: Refunds will be granted if submitted in writing to the above address and postmarked before the following dates - June 16 - full refund; June 23 - 50% of amount paid; after June 23 - ABSOLUTELY NO REFUNDS GRANTED FOR ANY REASON.

Affix label, if correct, from back cover. If label is incorrect, please print legibly allowing one letter per box.

Badge Name																			
Name																			
Title																			
Affiliation																			
Address																			
City, State										Postal Code									
Phone																			

Full Registration (select one)

(includes admission to all technical sessions, the Mixer, the Luncheon, the Exhibition)

- ☐ AWMA Member \$275
☐ With dues \$285
☐ Nonmember \$295

\$ _____

Daily Registration (select day(s) desired) M ☐ / T ☐ / W ☐ / Th ☐ / F ☐

(includes admission to all technical sessions and the Exhibition on day(s) specified)

- ☐ AWMA Member \$85
☐ Nonmember \$95

\$ _____

Spouse Registration

(includes admission to all spouse program activities and the Mixers)

Name

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

 Spouse: \$150

\$ _____

Specify which tour is preferred (see Program Details)

- Wednesday Thursday
☐ Tour A (Lobby's) ☐ Tour A (Museum)
☐ Tour B (Mission) ☐ Tour B (Cruise)

\$ _____

Student Registration

(includes admission to technical sessions, the Exhibition and the Mixers)

- ☐ AWMA Member \$25
☐ Nonmember \$35

\$ _____

Special Events Tickets

- President's Luncheon \$25 each # _____
 Evening on the Queen Mary \$55 each # _____
 AAEE Luncheon \$28 each # _____
 Disneyland (ages 3-11) \$14 Adults \$17.25 per person # _____

\$ _____

Continuing Education Courses (circle choice)

- | | | | | | |
|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|
| Course 1 2 | | Course 3 4 | | Course 5 6 7 8 9 | |
| Two Days | | One Day | | 1/2 Day | |
| AWMA Member \$435 | Nonmember \$505 | AWMA Member \$275 | Nonmember \$345 | AWMA Member \$150 | Nonmember \$175 |

\$ _____

Total amount paid:

Air & Waste Management Association requires your phone number to insure prepared badges are correct and in case of cancellation of courses.

Date: _____

First Time Attending Meeting? ☐ Yes ☐ No

My company's principal type of business is (circle one only):

1. Architecture-Engineering
2. Cement/Glass/Nonmetallic Minerals
3. Chemicals
4. Consulting
5. Education
6. Food/Beverages
7. Foundries
8. General Manufacturing or Fabricating
9. Other
10. Iron & Steel
11. Legal
12. Medical
13. Mining/Gas Products
14. Motor Vehicles (auto and trucks)
15. Other Transportation
16. Nonferrous Metals
17. Petroleum
18. Pharmaceuticals
19. Pollution Control Construction
20. Printing/Publishing
21. Pulp & Paper
22. Research
23. Smelting/Refining
24. Waste or Hazardous Waste Handling or Disposal
25. Government Agency
 - A. Local
 - B. Regional
 - C. State
 - D. Provincial
 - E. U.S. EPA
 - F. Environment Canada
32. Manufacturer or Distributor of
 - A. Instrumentation
 - B. Air Pollution Control Equipment
 - C. Water Pollution Control Equipment
33. Utility
 - A. Electric
 - B. Gas
 - C. Other



**AIR & WASTE MANAGEMENT
ASSOCIATION**

**P.O. BOX 2861
PITTSBURGH, PA 15230**

✓ cc. Mr. Bob Prowse, Secretary - Transport & Environment Committee from Mayor Bob Morrow
April 6th, 1989

APR 07 1989



CANADA SAFETY COUNCIL - CONSEIL CANADIEN DE LA SÉ

1765 BOUL. ST. LAURENT BLVD., OTTAWA, CANADA K1G 3V4 (613) 521-6881

19 (b)

File: 12,505
March 27, 1989

Important Notice to Canadian Municipalities

Re: Canada Safety Council Annual Conference
June 18 to 21, 1989, Winnipeg

Can you afford NOT to be on top of the latest safety issues?

It's absolutely critical for you to have the most current information on safety issues affecting your citizens. That's why your municipality should be represented at the Canada Safety Council's upcoming Annual Conference.

This important Conference is a national forum for current and emerging concerns in occupational, traffic and family safety. Just as important, it offers an opportunity for you to hear and meet members of the Council's safety network.

I'd like to draw your attention to some topics of direct and immediate concern to you:

Traffic Safety -- Youth, alcohol and driving; traffic control and infrastructures; impact of speeding on motor vehicle accidents; occupant restraints; and training.

Occupational Safety -- Linking on/off-the-job factors: AIDS in the workplace, reproductive hazards, Employee & Family Assistance (EAP/EFAP), fitness; safety & loss reporting.

Public Safety -- Child safety topics ranging from child restraints to latchkey kids; ATVs and recreational vehicles; special half-day session on seniors' issues.

Full information is enclosed. I urge your municipality to register as soon as possible for this national conference -- BECAUSE IT WILL HELP YOU PLAN FOR A SAFER COMMUNITY.

Sincerely,

Emile-J. Therien
President

Encl.
EJT:mea

CONFERENCE EDITION

Communicate With The Best

The Canada Safety Council invites you to **"LEARN SAFETY...LIVE SAFELY"** – a major 3-day national conference on traffic, occupational and public safety from June 18 - 21, 1989 at the Winnipeg Conference Centre in Winnipeg, Manitoba.

"LEARN SAFETY...LIVE SAFELY"

is designed to examine safety and health trends, as well as accident prevention issues and concerns for on and off-the-job environments.

The aim is to inform on what's being done to improve the situation for workers, youth, seniors, children, recreational enthusiasts and families.

The program offers timely knowledge and practical ways to better understand and satisfy the changing safety requirements of your organization.

"LEARN SAFETY...LIVE SAFELY"

is scheduled to coincide with *Canadian Occupational Health & Safety Week, June 18-24*. The Canada Safety Council, for the 4th consecutive year, is a cooperating agency in sponsoring this campaign. Emile Therien, President of the CSC stated, "The 1989 theme, 'Safety Takes Teamwork' exemplifies the efforts of OH&S Week's cooperating agencies – the Canadian Society of Safety Engineering, The Canada Safety Council, the Canadian Centre for Occupational Health and Safety and the Canadian Standards Association to reduce injuries, fatalities and economic loss in the workplace."

Visit commercial exhibits displaying safety and health products and services at the Winnipeg Convention Centre.

Choose from the over 30 workshops and sessions and learn about:

- AIDS in the workplace
- reproductive hazards in the workplace
- WHMIS
- wellness programs
- cellular phone safety
- recreational vehicle safety
- youth, alcohol and driving
- child safety and hazardous products
- safety and the senior population

Who should attend:

- workplace safety and health representatives
- occupational safety and health decision makers
- workplace safety advocates and interest groups
- child care workers
- educators
- advocates of safety for seniors
- health care professionals
- those charged with fleet safety responsibilities
- traffic enforcement, education and engineering representatives

CANADA SAFETY COUNCIL 20TH NATIONAL CONFERENCE

SUNDAY, June 18, 1989

14:00 - **Board of Directors Meeting**
Location - Holiday Inn

14:00 - 18:00
Registration
Location - Winnipeg Convention Centre

20:00 - Opening Ceremonies & Reception

ALL LUNCH BREAKS - 12:00

MONDAY, June 19, 1989

08:00 - **Coffee & Danish, Exhibit Area**

08:45 - **CSC Annual General Meeting**

Plenary Session

09:15 - **Keynote Address - "The Prevention of Trauma"**, ANDREW McGUIRE, Executive Director, Trauma Foundation, San Francisco General Hospital

09:45 - **"Your Allies in Safety"**, Presentation by CSC Managers - Occupational, Traffic & Public

10:15 - **Coffee Break/Visit Exhibits**

10:45 - **Resolutions Session**

Traffic Safety

13:30 - 16:00
Panel Discussion: **"Youth, Alcohol and Driving - Mothers Against Drunk Drivers (MADD): Organizing at the Grassroots Level"** ANDREW McGUIRE, Executive Director, Trauma Foundation, San Francisco General Hospital, member of MADD Board of Directors, 1980-1983; **"Youth, Alcohol and Driving - Students Against Drunk Driving (SADD): Involving Students and Schools in SADD Activities"**, RICHARD KUNDER, Co-ordinator for SADD, Ontario

14:15 - **Coffee Break/Visit Exhibits**

Public Safety

13:30 - **"A Profile of Child Health - Trends and Emerging Issues"**, LOUISE HANVEY, Vice-President, Programs and Administration Canadian Institute of Child Health

14:00 - **"Child Safety - 20 Years After the Hazardous Product Act"**, DR. JOHN BUCHANN, Chief of Planning & Coordination, Consumer & Corporate Affairs Canada

14:30 - **"Recreational Vehicle Injuries in Manitoba"**, DR. BRIAN POSTAL, Professor and Head, Department of Health Sciences, University of Manitoba

15:00 - **Coffee Break/Visit Exhibits**

15:30 - **"A Countermeasure: ATV Training Programs"**, RAYNALD MARCHAND, National Coordinator, Motorcycle Training Program, Canada Safety Council

16:00 - **"Childhood Burns - Now and the Future"**, Dr. RICHARD STANWICK, Chairman, Accident Prevention Committee, Canadian Paediatric Society

Occupational Safety & Health

13:00 - **"Worksite Labour Fitness: A Safe Investment"**, WILLIAM IZO, Workplace Fitness Consultant, Fitness Canada

14:10 - **"Initiatives for Injured Workers"**, GREG HUMPHREY, Rehabilitation Counsellor, Sun Life Assurance Co. of Canada, Edmonton

14:45 - **Coffee Break/Visit Exhibits**

15:15 - **"Effects of Occupational Injuries on Injured Workers' Lives"** & award-winning video, WOLFGANG ZIMMERMAN, Disabled Workers' Association; STEVE MANTIS, Injured Workers' Support Group

TUESDAY, June 20, 1989

08:00 - **Coffee & Danish, Exhibit Area**

Traffic Safety

09:00 - 12:00

1) **"Traffic Control & Infrastructures"**, BRIAN HICKS, Senior Engineer, Roads & Transportation Association of Canada; PAUL BOURKE, 3M Canada Inc.

2) **"Cellular Telephones: Are They a Safety Hazard?"** PAUL PRESTON, Vice-President, Cantel, Toronto

10:15 - **Coffee Break/Visit Exhibits**

10:45 - **"Speeding and Its Impact on Motor Vehicle Accidents"**, TBA, Canadian Association of Chiefs of Police

13:30 - **"Learn Safety - Live Safely on the Road: Occupant Protection and the Latest on Side Impact Research"**, DANIEL DALMOTAS, Research Engineer, Transport Canada

14:15 - **Coffee Break/Visit Exhibits**

14:45 - **"Design, Research and Changes Being Implemented by the Industry to Improve Occupant Protection"**, TBA, Motor Vehicle Manufacturers' Association



CANADA SAFETY COUNCIL 20TH NATIONAL CONFERENCE

Public Safety

- 09:00 - "Child Occupant Restraints: Training Session", HEATHER KYLE, Program Manager, Public Relations, Canadian Automobile Association; LIZ LISKU, Road Safety Programs Advisor, Transport Canada
- 10:15 - **Coffee Break/Visit Exhibit**
- 10:45 - "Child Occupant Restraints", continued
- 13:30 - "Bicycle Helmets; Child Carriers", JIM DIXON, Project Manager, Sport & Recreation Equipment, Canadian Standards Association
- 14:00 - "Cycling Helmets for Young Riders - A Quebec Study", DR. BRUCE BROWN, Community Health Department, Charles Lemoyne Hospital
- 14:30 - "Planning for Bicycles in Your Community", JAMES THOMAS, Canadian Institute of Planners
- 15:00 - **Coffee Break/Visit Exhibits**
- 15:30 - "The Afterschool Dilemma - Latchkey Kids", KATHY DOTSON, Public Safety Coordinator, Saskatchewan Safety Council
- 16:00 - "Marketing the Safety Message", KAREN BRUCE, President & General Manager, Edmonton Safety Council

Occupational Safety & Health

- 08:45 - "AIDS in the Workplace - Overview", TBA, Federal Centre for Aids
- 09:30 - "AIDS in the Workplace: Issues of Safety and Discrimination", MICHAEL LYNK, Executive Assistant, Can. Brotherhood of Railway, Transport & General Workers
- 10:15 - **Coffee Break/Visit Exhibits**
- 10:45 - "Record Linkage and Reproductive Health", DR. CLYDE HERTZMAN, Director, Department of Occupational & Environmental Health, University of British Columbia
- 11:30 - Panel Discussion: "Workplace Hazardous Materials Information Systems (WHMIS)"
- 13:30 - 16:00
"Employee & Family Assistance Programs (EAP/EFAP): Joint Labour/Management Approaches to Establishing & Maintaining a Successful Program", JIM STINSON, Coordinator, MacMillan Bloedel Ltd.; NEIL MENARD, 2nd Vice-President, IWA-Canada

- 14:45 - **Coffee Break/Visit Exhibits**

- 18:15 - Reception sponsored by Johnson & Johnson Inc.

- 19:00 - **Conference Banquet**

WEDNESDAY, June 21, 1989

Traffic Safety

- 09:00 - 11:45
"State-of-the-Art Training Techniques for Professional Drivers", KIRK SEXTON, Vice-President, Smith Systems, San Diego, California

- 10:15 - **Coffee Break**

Public Safety

- 09:00 - "Seniors' Safety: A Growing Concern", MARGUERITE CHOWN, President, Manitoba Society of Seniors
- 09:15 - "Accidents & the Older Consumer: Can They Be Prevented?" DR. E. NIELSON, Senior Scientific Officer, Consumer & Corporate Affairs
- 10:00 - **Coffee Break**
- 10:30 - "Medication & Aging: The Issue", DR. CATHERINE McCOURT, Associate Director, Department of Health Sciences, Canadian Medical Association
- 11:15 - "Wellness - A Method of Prevention", FARRELL FLEMING, Executive Director, Creative Retirement Manitoba

Occupational Safety & Health

- 08:45 - "An Overview of Reproductive Hazards in the Workplace", DR. ANALEE YASSI, Director, of Occupational & Environmental Program, University of Manitoba
- 09:30 - "Workplace and Community - based Models for Health Promotion", BOB DOONER, Chief, Health Promotion in the Workplace unit, Health and Welfare Canada
- 10:15 - **Coffee Break**
- 10:45 - "Making Safety Your Way of Life", BARRIE D. SIMONEAU, Safety Director, Mines Accident Prevention Association of Manitoba
- 11:15 - 11:45
"Petro-Canada's Computer Safety & Loss Reporting Program", BRIAN D. HATFIELD, Manager, Safety & Loss Control, Petro-Canada; LAWRENCE HURLBUT, Coordinator, Safety & Loss Reporting System, Petro-Canada
- 11:45 - **Closing Ceremonies**



CALL FOR RESOLUTIONS

A Resolutions Session will be held during the Annual Conference on Monday June 19, 1989 at 10:45 a.m. This session gives those with no other form of direct access an opportunity for input into the ongoing objectives of the Council.

To make the session practical and effective the following guidelines have been established:

1. Resolutions must be submitted in writing and must arrive at the Canada Safety Council offices in Ottawa by Monday April 17, 1989.
2. Name, address and organizational affiliation (if any) of the person or persons submitting the resolution must be clearly stated.
3. Resolutions must address current or potential safety issues of national concern, affecting a significant portion of the population. Suggested courses of action may be included.
4. All resolutions received will be reviewed for acceptance according to Council policy. Resolutions receiving concurrence will be referred to the Executive Committee for submission at the Annual Conference.
5. Because members of the Canada Safety Council Advisory Committees have direct input to Council programs at all times, recommendations will be accepted only from persons or organizations not having such direct access.
6. Each accepted resolution will be assigned an agenda number and will be presented verbally at the conference by an Advisory Committee Chairman or a proxy. A maximum of five minutes will be allotted for the presentation and discussion of each resolution.
7. Time constraints will dictate the number of resolutions presented during the session. Each registered conference delegate attending the resolutions session will receive a printed copy of all resolutions and will have a vote on the disposition of these resolutions.
8. Discussion from the floor will pertain only to agenda items.

It should be noted that availability of resources may prevent the Canada Safety Council from acting on a resolution, and that the Council has no means of compelling others to do so.

Contact the Council regarding procedures for emergency resolutions.

Administrative Details:

Please direct registration form and enquiries to: Conference '89, Canada Safety Council,
1765 St. Laurent Blvd., Ottawa, Ontario K1G 3V4 Tel: (613) 521-6881 Fax: (613) 521-6542.

Payment:

Cheque or credit card information should accompany registration form. Make all cheques payable to the **Canada Safety Council**. Your registration will be acknowledged with a receipt.

Registration Fee:

Includes Official Opening Ceremony/ Reception, Monday, June 19 and Reception/Conference Banquet, Tuesday, June 20.

Companion's Package:

Includes special events/tour attractions – June 19 and 20.

Location:

Sessions, workshops, and social events will take place at the **Winnipeg Convention Centre**, 375 York St. and the **Holiday Inn**, 350 St. Mary Ave.

Registration Hours:

14:00 hours to 18:00 hours Sunday, June 18,
08:00 hours to 17:00 hours Monday, June 19,
08:00 hours to 17:00 hours Tuesday, June 20,
08:00 hours to 10:00 hours Wednesday, June 21.

Accommodation:

A limited number of rooms are available at the **Holiday Inn**, 350 St. Mary Ave., (204) 942-0551 and the **Sheraton Winnipeg**, 161 Donald St., (204) 942-5300.

To obtain special conference rates, complete the registration form or contact the hotels directly at least 4 weeks prior to the conference specifying your attendance at "Learn Safety...Live Safely."

Cancellation Policy:

No refund after June 11, 1989.

Registration form:

Conference '89,
1765 St. Laurent Blvd.,
Ottawa, Ontario,
K1G 3V4
(613) 521-6881

(Please check appropriate boxes)

DELEGATE RATE:

By June 5, 1989
single \$195.00
companion \$285.00

After June 5, 1989
single \$210.00
with companion \$300.00

DAILY RATE:

Mon. & Tues \$75
Wed \$40

ACCOMMODATION:

Please book my accommodation at the
☐ Holiday Inn
☐ Sheraton
Winnipeg ☐

(\$85 S/D)

single ☐
double ☐



NAME(S) IN FULL _____

COMPANION'S NAME IN FULL _____

COMPANY _____

ADDRESS _____

CITY _____

PROVINCE _____

POSTAL CODE _____

TELEPHONE (HOME) _____

(BUSINESS) _____

PAYMENT INFORMATION

Full payment must accompany your Response Form. Please send a cheque, or pay by credit card.

Cheque enclosed _____

Amount _____

VISA ☐

American Express ☐

MasterCard ☐

SIGNATURE _____

CARD NUMBER _____

EXPIRY DATE _____

INFORM OTHERS:

Please send information on CSC's 1989 conference, "Learn Safety...Live Safely" to the colleagues listed:

1) NAME _____

TITLE _____

COMPANY _____

ADDRESS _____

CITY _____

PROVINCE _____

POSTAL CODE _____

2) NAME _____

TITLE _____

COMPANY _____

ADDRESS _____

CITY _____

PROVINCE _____

POSTAL CODE _____

CSC PRESTIGIOUS AWARD — 1989 CALL FOR NOMINATIONS

The Canada Safety Council is now accepting nominations for its prestigious "Occupational Safety and Health Achievement Award" for 1989. This award is presented to individuals in recognition of outstanding contributions to the prevention of death, injury and disease in the workplace in **CANADA**.

Presentations will be made at the Canada Safety Council Annual Conference in Winnipeg, Manitoba, June 18-21, 1989.

Nominations must be submitted through an organization having major responsibilities within the field of occupational safety and health at either the national or provincial level. Nominations must be received by May 1st to qualify.

The "Achievement Awards" will take the form of an attractive wooden plaque, suitably inscribed with the name of the recipient and the achievement for which it was presented.

Eligibility. Any individual who has rendered "distinguished service" to the field of Occupational Safety and Health in Canada will be considered by the judges as being worthy of special recognition.

"Distinguished Service" is defined as:

- a) An individual's achievements, which, over a lengthy period collectively form a major contribution to the field of Occupational Safety and Health in Canada as a whole, or
- b) an individual's single major achievement which has made an outstanding, clearly recognizable and distinct impact in the field of Occupational Safety and Health in Canada as a whole.

A tripartite judging panel representative of management, labour and government will meet after the close of the nomination period, but is not required to recommend an award.

Information is available for organizations considering making a nomination from Elaine Easson at the Canada Safety Council, 1765 St. Laurent Blvd., Ottawa, Ontario, K1G 3V4, Tel: (613) 521-6881.



SAFETY CANADA

Published by Canada Safety Council,
1765 St. Laurent Blvd., Ottawa, ON,
K1G 3V4. Telephone (613) 521-6881.

The CSC is a non-government, non-profit organization dedicated to the prevention of accidents. Material, other than cartoons, printed in "Safety Canada" may be freely reproduced with customary credit.

Canada Safety Council

Chairman: D.W. McNaughton
Vice-Chairmen: J.D. Hunter, S. Lapalme, W.J. Morin,
D.E.R. Smith
President: E.J. Thérien
Secretary: R.K. Langdon
Treasurer: M. Beaupré

Contacts

Occupational Safety & Health: E. Easson
Public Safety: Bev Webb
Traffic Safety & Training: J. Smith
Membership: E. Archard
National Service: M. Juneau

Editor: P. Janzen

SECOND CLASS MAIL REGISTRATION
NUMBER 3515 RETURN POSTAGE GUARANTEED

AIR CANADA



Les services de voyages inclus dans votre billet d'avion.
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Subject to availability and advance purchase conditions.

1. Composez le 1-800-361-7585. La Centrale de Congrès est ouverte en semaine de 9h 00 à 17h 00.
2. Identifiez-vous et/ou précisez le numéro de dossier de votre congrès.
3. Une fois votre réservation faite, donnez à l'agent qui vous a répondu votre numéro chanceux.
4. Nos spécialistes en congrès s'occuperont du reste.

1. Dial 1-800-361-7585. The Convention Central Hotlines are open weekdays, 9:00 a.m. to 5:00 p.m.
2. Identify yourself and, if available, your Convention File Number.
3. After booking, give the Convention Agent your exclusive "Instant Win" Number.
4. Our convention experts will do the rest.

"CONVENTION CENTRAL" HAS YOUR NUMBERS!

1-800-361-7585

LA CENTRALE DE CONGRÈS...UN NUMÉRO GAGNANT!

- Special meeting fare!
- Preferred car rates!
- "Instant win" contest!



AIR CANADA

- Tarif-congrès spécial!
- Tarif de location de voiture préférentiel!
- Concours à prix instantanés!

YOU ALWAYS WIN WITH CONVENTION CENTRAL™!

Good news! Your convention organizer has *officially* registered your meeting with Air Canada's Convention Central. And that adds up to some very attractive numbers for you...

1. Save with our special meeting fare

☐ The lowest fare available* will be confirmed for you. Book early to maximize your discount!

2. Save on car rental

☐ Cash in on the super low car rate Tilden has reserved for you.

Save with Air Canada!

Call, Toll-Free!

VOUS ÊTES TOUJOURS GAGNANT AVEC LA CENTRALE DE CONGRÈS!

Bonne nouvelle! Votre réunion a été *officiellement* enregistrée à la Centrale de Congrès d'Air Canada. Une heureuse initiative sur laquelle nous vous invitons à miser...

1. Économisez grâce à notre tarif-congrès spécial

☐ Vous bénéficierez du tarif le plus avantageux*. Plus vous réservez tôt, plus votre réduction sera élevée!

2. Économisez sur votre location de voiture

☐ Profitez du tarif super-spécial que Tilden est prêt à vous consentir.

Économisez grâce à Air Canada!

Appelez-nous sans frais!

1-800-361-7585 1-800-361-7585 1-800-361-7585

*Bonus
Contest!*

Phone-in your
"Instant Win" Number,
now! 50 cameras to be won!

INSTANT WIN NUMBER

A 676734

NUMÉRO À PRIX INSTANTANÉ

3. You may already have won an Olympus MD Trip Camera!

☐ Just aim and shoot! A compact, lightweight 35mm camera that produces great pictures with incredible ease.

☐ Featuring: • auto focus
• auto winding and rewinding
• built-in flash • carrying case.



*Participez
à notre concours!*

Donnez-nous
par téléphone votre
numéro à prix instantané.
50 appareils-photos à gagner!

3. Vous avez peut-être déjà gagné un appareil-photo Olympus MD Trip!

☐ Il suffit de viser et de prendre la photo! Un appareil 35mm compact et léger qui produit de belles photos sans complication aucune.

☐ Caractéristiques: • mise au point automatique • avance et rebobinage automatiques • flash intégré • étui

FOR ACTION

20ca

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 March 30
COMM FILE:
DEPT. FILE: 65-1/89.8

SUBJECT:

By-law to incorporate Part 2, Plan 62R-8403 into
Greenguild Avenue

RECOMMENDATION:

That City Council enact the attached by-law on April 11, 1989 in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 6(b), adopted by City Council on March 14, 1989.

"K.A. Rouff" per: P. Hooker

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 14, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

20(b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 April 4
COMM FILE:
DEPT. FILE: 65-1/89.13

SUBJECT:

By-law to incorporate Part 4, Plan 62R-6969 into
Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law on April 25, 1989 in accordance with the authorization contained in the 7th Report of the Transport and Environment Committee, Item 2(c), adopted by City Council on March 28, 1989.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 28, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

206

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 April 4
COMM FILE:
DEPT. FILE: 65-1/89.11

SUBJECT:

By-law to incorporate Part 2, Plan 62R-6969 into
Independence Drive

RECOMMENDATION:

That City Council enact the attached by-law on April 25, 1989 in
accordance with the authorization contained in the 7th Report of the
Transport and Environment Committee, Item 2(a), adopted by City
Council on March 28, 1989.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 28, 1989, directed the City Solicitor to
prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

20 (cd)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 April 5
COMM FILE:
DEPT. FILE: 65-1/89.12

SUBJECT:

By-law to incorporate Block 44, Plan 62M-495 into
Marisa Court

RECOMMENDATION:

That City Council enact the attached by-law on April 25, 1989 in
accordance with the authorization contained in the 7th Report of the
Transport and Environment Committee, Item 2(b), adopted by City
Council on March 28, 1989.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 28, 1989, directed the City Solicitor to
prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

20 Oct

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 April 4
COMM FILE:
DEPT. FILE: 65-1/89.7

SUBJECT:

By-law to incorporate Block 56, Plan 62M-377 into
Greencedar Drive

RECOMMENDATION:

That City Council enact the attached by-law on April 25, 1989 in
accordance with the authorization contained in the 6th Report of the
Transport and Environment Committee, Item 6(a), adopted by City
Council on March 14, 1989.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 14, 1989, directed the City Solicitor to
prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

21ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 March 29
COMM FILE: 3-9.4
DEPT FILE: TEC-89-89

SUBJECT: Intersection Control around W.H. Ballard School, 801 Dunsmure Road.

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersections of Tragina Avenue and Roxborough Avenue, Weir Street and Roxborough Avenue, and Tragina Avenue and Dunsmure Road.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of four-way stop control at the intersections of Tragina Avenue and Roxborough Avenue, Weir Street and Roxborough Avenue and Tragina Avenue and Dunsmure Road would result in increased motor vehicle operating costs in the order of \$10,000.00 annually per intersection.

BACKGROUND:

In February 1988, a representative of the W.H. Ballard Home and School Association requested that four-way stop control be implemented at the four local street intersections surrounding W.H. Ballard School. The Traffic Department reported to this person that it did not support four-way stop control at the intersections of Tragina Avenue and Roxborough Avenue, Weir Street and Roxborough Avenue and Tragina Avenue and Dunsmure Road, but did support the installation of four-way stop control at the intersection of Weir Street and Dunsmure Road. The City Council, on 1988 May 10, approved the recommendation that four-way stop control be implemented at Weir and Dunsmure, and the additional stop signs were installed shortly thereafter.

The representative of the Home and School Association, Mrs. Joan Annibale, has now asked that the Transport and Environment Committee reconsider the installation of four-way stop control at the other three intersections. The Traffic Department has again reviewed conditions at these intersections, and

has the following report:

1. Intersection of Tragina Avenue and Roxborough Avenue

Presently, eastbound and westbound traffic on Roxborough is required to stop at Tragina, and records indicate that this intersection is operating safely since there have been no reported collisions at this location in at least the last six years. A review of conditions at this intersection reveals that visibility is good, and that both the left and right hand stop signs for eastbound and westbound traffic are readily visible and well located. Presently, northbound and southbound traffic on Tragina is required to stop at four out of the five intersecting streets between Main and Barton, and an additional stop on Tragina at Roxborough would be considered to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at Tragina and Roxborough at this time. For the above reasons, the Traffic Department cannot recommend that four-way stop control be implemented at the intersection of Tragina and Roxborough at this time.

2. Intersection Weir Street and Roxborough Avenue

Presently, northbound and southbound traffic on Weir is required to stop for eastbound and westbound traffic on Roxborough and records indicate that there have been only two reported collisions at this intersection in at least the last six years. One of these collisions involved a northbound motorist who stopped for the stop sign, and then proceeded into the intersection and was struck by an eastbound vehicle. This accident may have been directly related to a visibility obstruction created by the shrubbery and fence at the south-west corner of the intersection on the school property, which has subsequently been removed.

The present pattern of stop control on Roxborough between Kenilworth and Strathearne is ideal, in that eastbound and westbound motorists are required to stop at every second intersection. Also, a review of conditions at Roxborough and Weir has revealed that none of the criteria respecting the use of all-direction stop control are met at this location at this time.

For the above reasons, the Traffic Department cannot recommend that four-way stop control be implemented at the intersection of Weir and Roxborough at this time.

3. Intersection of Tragina Avenue and Dunsmure Road

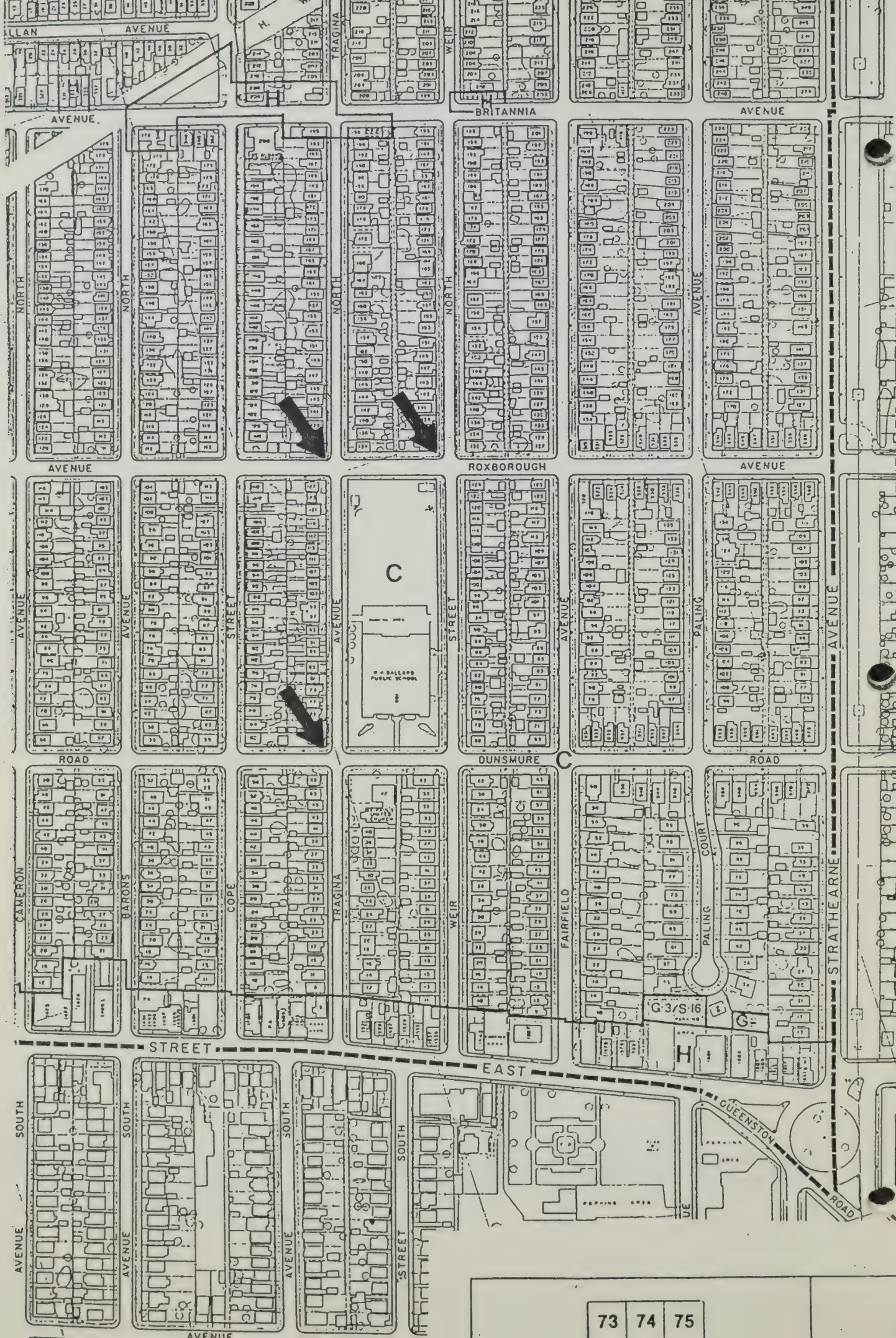
Presently, northbound and southbound traffic on Tragina is required to stop for eastbound and westbound traffic on Dunsmure and records

indicate that there have been no reported collisions at this intersection in at least the last six years. Thus, the intersection is operating safely, and the implementation of four-way stop control cannot improve upon this perfect safety record.

The installation of an additional stop on Dunsmure at Tragina would be considered to be over-restrictive and unnecessary since eastbound and westbound traffic on Dunsmure presently stops at four intersections in a row to the east of this location. Also, none of the all-direction stop control criteria are met at this location.

For the above reasons, the Traffic Department cannot recommend that four-way stop control be implemented at the intersection of Tragina and Dunsmure.

The Traffic Department recently contacted the principal of W.H. Ballard School to discuss the matter, but the principal, Mr. B. Wallace, did not wish to take a stand on the matter.





CITY COUNCIL
HAMILTON, CANADA

Alderm
Chairman

216

Committee

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 389-5903 — WARD 7

April 5, 1989

Mr. R.C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Request for Alley Closure By
Schaible Electric

Please find enclosed a copy of a letter from Mr. Kurt Schaible, President of Schaible Electric, requesting to appear before the Transport and Environment Committee regarding an alley closure.

Would you please arrange to have this item placed on the April 17th agenda of the Committee, and confirm with Mr. Schaible.

Your co-operation in this regard is very much appreciated.

Yours truly,

Henry Merling, Chairman
Transport and Environment
Committee

rd
Encl.

cc: Alderman T. Cooke
cc: Alderman M. Kiss
cc: Mr. R. Meiers
Regional Engineering Department
cc: Mr. Kurt Schaible, President
Schaible Electric Limited
364 Main Street West
Hamilton, Ontario L8P 1K2



Schaible Electric LIMITED
INDUSTRIAL - COMMERCIAL - DOMESTIC

March 28, 1989

Alderman Henry Merling, Chairman
Transport and Environment Committee
71 Main Street West
Hamilton, Ontario
L8N 3T4

File No. T103-03 (223)
re: Request for Alley Closure (Formerly Denied)
East/West, First North of Main Street from
Margaret Street to the North/South Alley

Dear Sir;

With respect to the above matter, I hereby request a hearing with your committee to further pursue closure of the alley.

The alley in question abuts six properties: four of which are owned by Schaible Electric, one is a rental townhouse project owned by the United Church, and the sixth is owned by Mr. "Skip" Haybarger, who is greatly in favour of closing the alley. The North/South alley would still be easily accessible from Main Street.

My reason for requesting a hearing is that I would like to more fully explain my position to the committee members and to any other interested parties.


One reason for closing the alley is to stop the amount of rush hour traffic using the alley and my property as a short cut. This is a nuisance to those who have legitimate reason for being in the parking lot as well as a hazard for pedestrians on Main Street, as there is no ramp to warn them that there might be cars coming out of the lot.

cont'd....

My other major objective in closing the alley is to make it viable for me to pave my parking lot, which it is not at this point in time, due to the state of disrepair into which the City has allowed the alley to fall.

Thank you very much for your time and consideration.

Yours very truly,



Kurt Schaible
President

KS/gv

c.c. Alderman Terry Cooke
Alderman Mary Kiss

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



Urban Municipal Collections
Public Library

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 April 26

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 May 01
2:00 o'clock p.m.
Room 233, City Hall

A handwritten signature in black ink, appearing to read "R. Prowse", with a long horizontal line extending to the right.

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

A G E N D A:

1. Minutes of the Monday, April 17, 1989 meeting of the Transport and Environment Committee (To follow)

DIRECTOR OF PUBLIC WORKS

2. 1989-1993 Capital Budget Projects - New Equipment - Sander Wing Plow Unit
3. 1989-1993 Capital Budget Project - New Equipment - Refuse Packer
4. 1989-1993 Capital Budget Projects - New Equipment - Concrete Grinder
5. Appointment of Municipal Weed Inspectors

MANAGER OF PURCHASING

6. Supply and Install two Recessed Impeller H.D. Submersible Pumps, City Hall
7. Supply and Delivery of Sign Blanks, Traffic Operations
8. Supply and Delivery of Moisture Proof Drop-on Glass Beads, Traffic Operations
9. Supply and Delivery of Reflective Sheeting, Traffic Operations
10. (a) Supply and Delivery of Pre-timed Traffic Controllers
(b) Supply and Delivery of Vehicle Actuated Traffic Controllers, Traffic Operations

COMMISSIONER OF ENGINEERING

11. Inadvertent Encroachment Agreement
 - (a) 26 Morden Street
 - (b) 91 Burton Street
 - (c) 89 Burton Street
12. Albright Road Extension Vincent/Red Hill Neighbourhoods
13. City of Stoney Creek Downtown Directional Signing
14. Temporary Street Closures - Saturday, June 10, 1989 (4:00 p.m. to 11:00 p.m.) and Sunday, June 11, 1989 (4:00 p.m. to 11:00 p.m.)
15. 1989 Maintenance Cost for Automatic Protection at Level Crossings
16. Banner Display Application Approvals

DIRECTOR OF TRAFFIC

17. Recent Traffic By-law Amendments
18. Miran's Carpet Services Limited, 1146 Barton Street East - Discharge of Boulevard Parking Agreement
19. MacNab Street between York Boulevard and Cannon Street - Proposed two-way operation and truck route designation
20. North side of Forest Avenue, east of Catharine Street South - Driveway Clearance

21. Intersection of Queensdale Avenue East and East 18th Street - Request for a School Traffic Officer
22. Parking Regulations
 - (a) Colbourne Street between Park Street North and MacNab Street North
 - (b) South Side of Brant Street between Birch Avenue and Sherman Avenue North
23. Reserved Permit Parking Space for Handicapped Residents
 - (a) No. 1172 Dunsmure Road
 - (b) No. 43 Somerset Avenue
24. Intersection Control
 - (a) Intersection of Kingslea Drive and Wildwood Avenue
 - (b) Intersection of Adler Avenue and Independence Drive

BUS SHELTER SUB-COMMITTEE

25. List of Shelter Locations - 1989

BILLS

26.
 - (a) By-law to incorporate Part 2, Plan 62R-10237 into Sinena Avenue
 - (b) By-law to incorporate Part 5, Plan 62R-10239 into Queen Victoria Drive
 - (c) By-law to incorporate Parts 2, 3 and 4, Plan 62R-10239 into Loconder Drive
 - (d) By-law to Authorize the Entering into of an Agreement with Laidlaw Waste Management Systems Ltd.

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Crescent Oil Company	Jan. 23/89	Mr. Main	Report to follow
2.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
3.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
4.	Storm Water Drainage	Feb. 6/89	Mr. Spencer	Awaiting return of resident

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport & Environment Committee

FROM: Mr. J. G. Pavelka
Director of Public Works

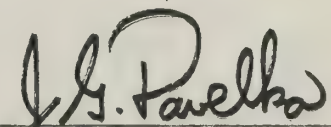
DATE: 1989 April 12
COMM FILE:
DEPT FILE: 88-5080

SUBJECT: 1989-1993 Capital Budget Projects

RECOMMENDATION

(a) That the Transport & Environment Committee recommend to the Co-ordinating Committee that the New Equipment - Sander Wing Plow Unit be proceeded with at an estimated gross cost of \$85,000 as provided for in the 1989 portion of the 1989 - 1993 Capital Budget.

(b) That the Treasurer be requested to recommend to the Co-ordinating Committee the amount and source of funds to be provided for this Capital Project.


Mr. J. G. Pavelka, P. Eng.
Director of Public Works

FINANCIAL IMPLICATIONS

Annual operating cost are estimated to be \$47,361.

BACKGROUND

Provision has been made in the 1989-1993 approved Capital Budget for a Sander Wing Plow unit.

This project is for the addition of one Sander Wing Plow unit to the fleet to allow the current level of service to be maintained despite the additional miles of roadway created through new subdivisions.

dh/

c.c. - Mr. J. J. Schatz, Secretary, Co-ordinating Committee
c.c. - Mr. B. Hotrum, Treasury Department
c.c. - Mr. D. Lobo, Manager of Streets & Sanitation
c.c. - Mr. G. Kerr, Manager of Fleet Services

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport & Environment Committee

FROM: Mr. J. G. Pavelka
Director of Public Works

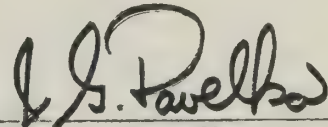
DATE: 1989 April 12
COMM FILE:
DEPT FILE: 88-5080

SUBJECT: 1989-1993 Capital Budget Projects

RECOMMENDATION

(a) That the Transport & Environment Committee recommend to the Co-ordinating Committee that the New Equipment - Refuse Packer be proceeded with at an estimated gross cost of \$87,000 as provided for in the 1989 portion of the 1989 - 1993 Capital Budget.

(b) That the Treasurer be requested to recommend to the Co-ordinating Committee the amount and source of funds to be provided for this Capital Project.


Mr. J. G. Pavelka, P. Eng.
Director of Public Works

FINANCIAL IMPLICATIONS

Annual operating costs are estimated to be \$178,500.

BACKGROUND

Provision has been made in the 1989-1993 approved Capital Budget for a refuse packer.

This project is for the addition of one Refuse Packer to the fleet to allow the current level of service to be maintained despite the additional miles of roadway created through new subdivisions.

dh/

c.c. - Mr. J. J. Schatz, Secretary, Co-ordinating Committee
c.c. - Mr. B. Hotrum, Treasury Department
c.c. - Mr. D. Lobo, Manager of Streets & Sanitation
c.c. - Mr. G. Kerr, Manager of Fleet Services

FOR ACTION

4

REPORT TO: Mr. R. C. Prowse
Secretary, Transport & Environment Committee

FROM: Mr. J. G. Pavelka
Director of Public Works

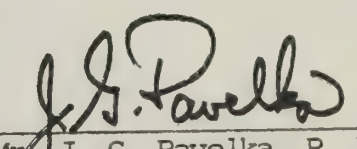
DATE: 1989 April 12
COMM FILE:
DEPT FILE: 88-5080

SUBJECT: 1989-1993 Capital Budget Projects

RECOMMENDATION

(a) That the Transport & Environment Committee recommend to the Co-ordinating Committee that the New Equipment - Concrete Grinder be proceeded with at an estimated gross cost of \$50,000 as provided for in the 1989 portion of the 1989 - 1993 Capital Budget.

(b) That the Treasurer be requested to recommend to the Co-ordinating Committee the amount and source of funds to be provided for this Capital Project.


Mr. J. G. Pavelka, P. Eng.
Director of Public Works

FINANCIAL IMPLICATIONS

There are no additional annual operating costs associated with this project.

BACKGROUND

Provision has been made in the 1989-1993 approved Capital Budget for this concrete grinder.

This project is for the addition of one Concrete Grinder to the fleet to allow for the removal of tripping hazards from sidewalks and the reduction in claims against the City.

dh/

c.c. - Mr. J. J. Schatz, Secretary, Co-ordinating Committee
c.c. - Mr. B. Hotrum, Treasury Department
c.c. - Mr. D. Lobo, Manager of Streets & Sanitation
c.c. - Mr. G. Kerr, Manager of Fleet Services

FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 April 18
COMM FILE: 3-2.2
DEPT FILE: 89-7000

SUBJECT: Appointment of Municipal Weed Inspectors

RECOMMENDATION:

That the City Solicitor be authorized and directed to amend By-law 87-144 Appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 16 inspectors:

P. Booker	C. Firth-Eagland
A. Boers	C. Gibbs
J. Bovaird	A. Mancini
P. Christie	D. Pomfret
D. Cowan	J. Pook
D. Danby	P. Tompkins
R. Duckworth	R. Wells
R. Farthing	R. Yanke

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

J. G. Pavelka

BACKGROUND:

To respond to complaints during the season, it is necessary to appoint weed inspectors to enforce The Weed Control Act.

RS/jdh
Attach.

c.c. K. A. Rouff, City Solicitor
Attn: L. Lawrence

FOR ACTION

6.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

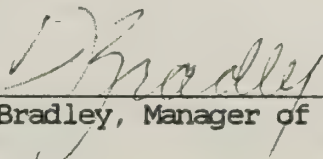
DATE: 1989 April 21
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & INSTALL TWO RECESSED IMPELLER H.D. SUBMERSIBLE PUMPS, CITY
HALL

RECOMMENDATION

That a purchase order be issued to Eastflo Industrial Sales Inc., Stoney Creek, in the amount of \$13,901.40 for the supply and installation of Two (2) Recessed Impeller H.D. Submersible Pumps at City Hall, Property Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's quotation.

NOTE: Lowest acceptable of three (3) quotations received. Funds provided in Major Maintenance Account #CH56103 31330.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND-Quotation Analysis

Burlington Electric Motor & Pump Service, Burlington	\$ 9,239.00 *
Eastflo Industrial Sales Inc., Stoney Creek	13,901.40
A. Horn Plumbing, Hamilton	15,419.00

* Supplier did not provide for a recessed impeller pump in his quotation, therefore does not meet specifications.

Twelve suppliers were requested to bid. Four declined and five did not respond.

FOR ACTION

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1989 April 20
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY AND DELIVERY OF SIGN BLANKS, TRAFFIC OPERATIONS

RECOMMENDATION

That purchase orders be issued for the provision of Sign Blanks, in accordance with Vendors' tenders as follows:

1. Acme Identification Products/Owl-Lite Signs, Rexdale

In the amount of \$70,006.32

2. Flaherty Manufacturing Company Limited, Hamilton

In the amount of \$22,195.00

3. Mechanical Advertising Inc., Oshawa

In the amount of \$12,415.00

NOTE: Lowest of three (3) tenders received. Funds provided in Sign Materials Account CH56154 75999.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

See above RECOMMENDATION

BACKGROUND

This tender was for forty-eight (48) items and was split according to the vendor bidding the lowest price. Eight suppliers were requested to bid. One declined and four did not respond.

FOR ACTION

8.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

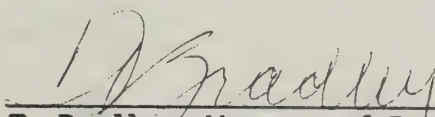
DATE: 1989 April 11
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF MOISTURE PROOF DROP-ON GLASS BEADS, TRAFFIC OPERATIONS

RECOMMENDATION

That a purchase order be issued to Flex-O-Lite Ltd., St. Thomas, for the supply and delivery of Moisture Proof Drop-on Glass Beads, Traffic Operations, as and when required during 1989 at a cost of \$.2230 per pound, Provincial sales tax extra at 8%, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Pavement Marking Materials Account #CH56153 75999.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

See above RECOMMENDATION

BACKGROUND - Tender Analysis

	<u>Price per Lb.</u>	<u>Estimated Annual Usage</u>
Flex-O-Lite Ltd., St. Thomas	\$0.2230	\$31,220.00
Linetech Equipment Inc., Niagara Falls	.31	43,400.00
L & L Sales, Dundas	.32	44,800.00
Potters Industries Ltd., LaPrairie, Que.	.4080	57,120.00

Provincial sales tax is extra at 8%

FOR ACTION

9.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1989 April 12
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF REFLECTIVE SHEETING, TRAFFIC OPERATIONS

RECOMMENDATION

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of Reflective Sheeting, Traffic Operations, as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Traffic Signs Materials Account #CH56154 75999.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND

Annual usage is estimated to be \$78,000.00. This tender was advertised and four suppliers were requested to bid. One declined and two did not respond.

FOR ACTION

10(a)

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1989 April 25
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF PRE-TIMED TRAFFIC CONTROLLERS, TRAFFIC OPERATIONS

RECOMMENDATION

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough, for the supply and delivery of Pre-Timed Traffic Controllers, Traffic Operations, as and when required during 1989, at a unit cost of \$6,307, Provincial sales tax extra at 8%, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of four (4) tenders received. Funds provided in Signals Material Account #CH56152 75999.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

See above RECOMMENDATION

BACKGROUND - Tender Analysis

	<u>Unit Price</u>	<u>Estimated Annual Usage</u>	<u>Delivery Time</u>
Tacel Ltd., Toronto	\$6,149.75	\$135,294.50 *	16-18 weeks
Fortran Traffic Systems Ltd., Scarborough	6,307.00	138,754.00	10-12 weeks
Lecol Co. Ltd., Scarborough	6,646.70	146,227.40	13-17 weeks
Econolite Canada Inc., Scarborough	6,945.00	152,790.00	8-10 weeks

Provincial sales tax is extra at 8%

* Unit bid does not meet specifications

FOR ACTION

10 (b)

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

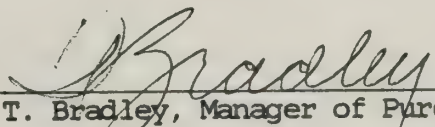
DATE: 1989 April 26
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF VEHICLE ACTUATED TRAFFIC CONTROLLERS, TRAFFIC
OPERATIONS

RECOMMENDATION

That a purchase order be issued to Tacel Ltd., Toronto, in the amount of \$41,835.02. Provincial sales tax extra at 8%, for the supply and delivery of Vehicle Actuated Traffic Controllers, Traffic Operations, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Signals Material Account #CH56152 75999.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND - Tender Analysis

Tacel Ltd., Toronto	\$41,835.02
Lecol Co. Ltd., Scarborough	43,709.80
Econolite Canada Inc., Scarborough	49,162.00
Fortran Traffic Systems Ltd., Scarborough	49,887.88

Provincial sales tax is extra at 8%

F O R A C T I O N

11(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: April 10, 1989
COMM FILE: 3-11.6
DEPT FILE: T103-50(695)
ID#0043D

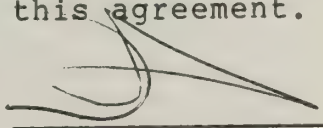
SUBJECT:

Inadvertent Encroachment Agreement
26 Morden Street

RECOMMENDATION

That the application of Noel A. Campbell, Solicitor, on behalf of the present owner of 26 Morden Street to retain the inadvertent encroachment consisting of a concrete porch and steps measuring 1.25m x 1.98m (4'-1" x 6'-6") be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor, City Clerk be authorized to sign and execute all necessary documents to implement this agreement.


for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-

April 10 , 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

TCG
hpe JKC:lp

c.c. L. Farr, City Solicitor's Dept.

Shinehoft, Mihailovich, Czutrin & Campbell

Barristers, Solicitors and Notaries Public

21 Bold Street

Hamilton, Ontario L8P 1T3

Telephone: (416) 526-0033 or 528-4225

Fax: (416) 529-3663

Jack S. Shinehoft, B.A., LL.B.

M. M. Mihailovich, B.A., LL.B.

Virginia Mendes da Costa, B.A., LL.B.

Noel A. Campbell, B.A., LL.B.

George Czutrin, B.A., LL.B.

P. Yoel Lichtblau, B.A., LL.B.

Successors to the Practices of Angelo J. Agro, Q.C., and Patricia H. Wallace

September 19, 1988

Corporation of the City of Hamilton,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

Attention: Mr. James Clairmont,
Engineering Department

Re: Nott sale to Sohlollbey,
26 Morden Street, Hamilton.
Our File No. 8081 X.

Dear Sir:

Please be advised that we are the solicitors for Iris Nott who has contracted to sell the above-captioned property effective September 20, 1988.

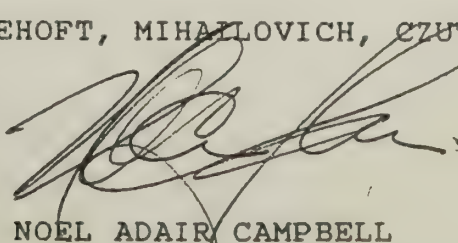
Enclosed herewith please find copy of Survey prepared by A. T. McLaren, O.L.S. on November 24, 1975, which indicates an encroachment by the front porch of approximately 18 inches, and an encroachment by the steps of approximately 5 feet. We would, therefore, request that the City of Hamilton provide the registered owner with an Encroachment Agreement relating hereto, and we enclose herewith our firm cheque in the sum of \$125.00 to cover the cost of same.

May we hear from you in this regard at your earliest convenience.

Yours very truly,

SHINEHOFT, MIHAIOVICH, CZUTRIN & CAMPBELL

Per:



NOEL ADAIR CAMPBELL

NAC:md
Encls.

FILE NO.	
LETTER NO. 88-523	
SEP 21 1988	
ENG. PLAN	✓ READ BY
ENG. OPER.	
ENG. SE	ANS. BY
REG. SU	FILED BY
ADMIN.	

F O R A C T I O N

11 (b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: April 17, 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(726)
ID#0043D


SUBJECT:

Inadvertent Encroachment Agreement
91 Burton Street

RECOMMENDATION

That the application of Mr. Brian Mildren, President of Excalibur Properties and present owner of 91 Burton Street to retain the inadvertent encroachment consisting of wood veranda measuring 0.914m (3.0') x 5.02m (16.5') and wood steps measuring 0.97m (3.2') x 0.816m (2.7') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
April 17, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

[Handwritten signature] JKC:lp

c.c. L. Farr, City Solicitor's Dept.

NOVEMBER 30, 1988

CITY OF HAMILTON
ENGINEERING DEPARTMENT
71 MAIN ST. W.
HAMILTON, ONTARIO
L8N-3T4

TO: MR. J. CLAIRMONT

RE: REQUEST FOR AN ENCROUCHMENT AGREEMENT
FOR 89 & 91 BURTON ST. HAMILTON

MR. CLAIRMONT ENCLOSED YOU WILL FIND A CHEQUE
FOR \$250.00; COPY OF THE SURVEY FOR 89 AND 91
BURTON ST SHOWING THE VERANDA ENCROUCHMENT AND A
LETTER OF REQUEST FOR AN ENCROUCHMENT AGREEMENT.

THANK YOU



BRIAN MENDEN

PRESIDENT EXCALIBUR PROPERTIES

ID# 1620D(46)

F O R A C T I O N

11(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: April 17, 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(723)
ID#0043D

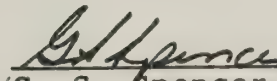
SUBJECT:

Inadvertent Encroachment Agreement
89 Burton Street

RECOMMENDATION

That the application of Mr. Brian Mildren, President of Excalibur Properties and present owner of 89 Burton Street to retain the inadvertent encroachment consisting of a wood veranda measuring 0.628m (2.1') x 5.33m (17.5') and wood steps measuring 0.78m (2.6') x 0.78m (2.6') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
April 17, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

W.C.P.
rd JKC:lp

c.c. L. Farr, City Solicitor's Dept.

(tc)

NOVEMBER 30, 1981

CITY OF HAMILTON
ENGINEERING DEPARTMENT
71 MAIN ST. W.
HAMILTON, ONTARIO
L8N-3T4

TO: MR. J. CLAIRMAN

RE: REQUEST FOR AN ENCROUCHMENT AGREEMENT
FOR 84 & 91 BURTON ST. HAMILTON

MR. CLAIRMAN ENCLOSED YOU WILL FIND A CHEQUE
FOR \$250.00; COPY OF THE SURVEY FOR 89 AND 91
BURTON ST SHOWING THE VERANDA ENCROUCHMENT AND A
LETTER OF REQUEST FOR AN ENCROUCHMENT AGREEMENT.

THANK YOU



BRIAN MULRONEY

PRESIDENT EXCALIBUR PROPERTY

F O R A C T I O N

12.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

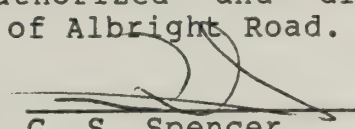
DATE: 1989 April 19
COMM FILE: 3-15.2
DEPT FILE: T104-89
ID#0043D

SUBJECT:

Albright Road Extension
Vincent/Red Hill Neighbourhoods

RECOMMENDATIONS

- a) That the Transport and Environment Committee recommend to the Co-ordinating Committee that the construction of a finished roadway, curbs and sidewalks on Albright Road from approximately 190m west of Nicklaus Drive to approximately 115m westerly be proceeded with at an estimated gross cost of \$104,000.00 as provided in the 1989 portion of 1989-1993 Capital Budget as Project No. 04-040-39003.
- b) That the Treasurer be requested to recommend to the Co-ordinating Committee, the amount and source of funds to be provided for this Capital Project.
- c) That the Commissioner of Engineering be authorized and directed to undertake these works once all approvals have been received.
- d) That the City Solicitor be authorized and directed to establish and lay out this section of Albright Road.


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above recommendations.

Cont'd...

-Page 2-
April 19, 1989

Albright Road Extension
Vincent/Red Hill Neighbourhoods

Cont'd...

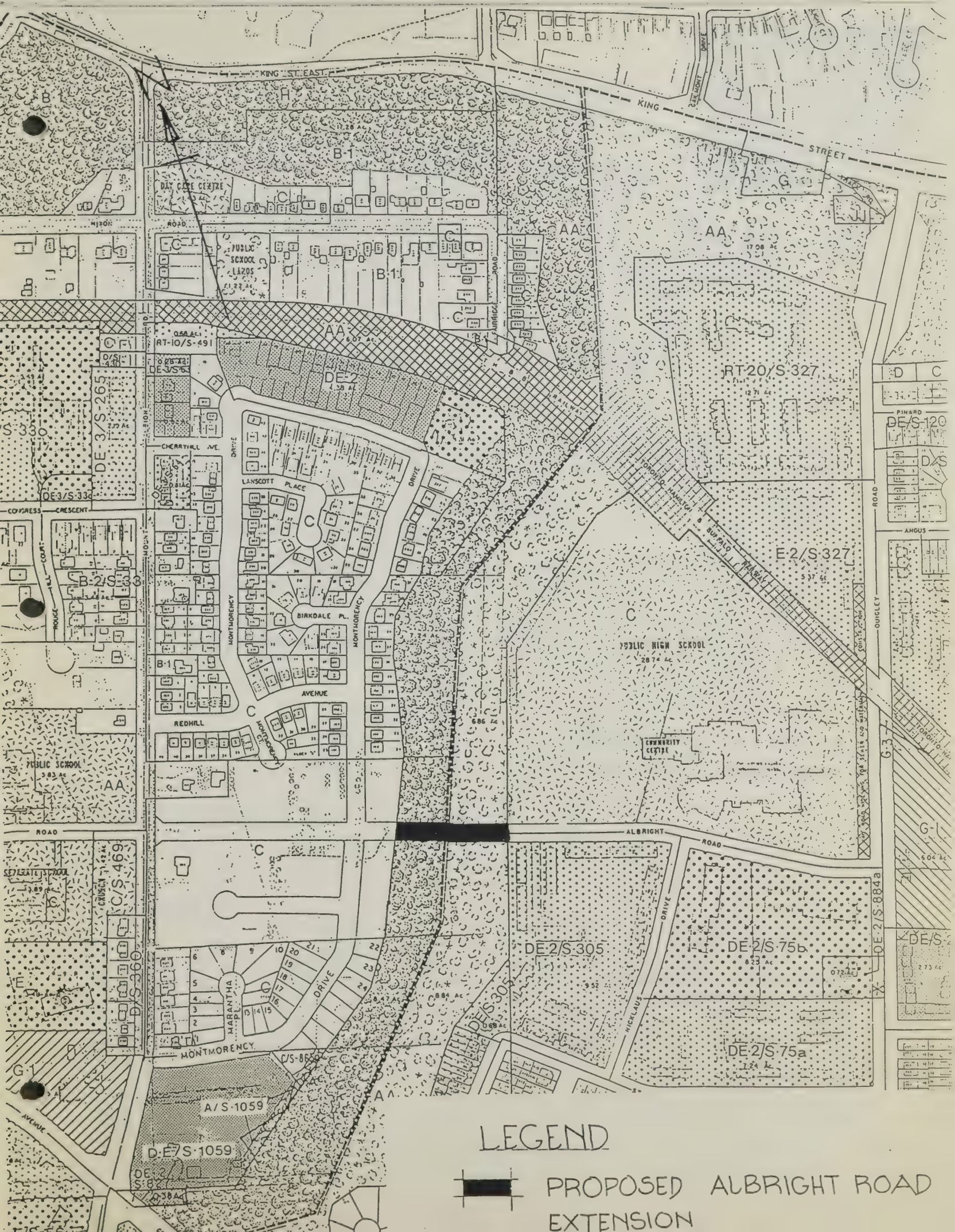
BACKGROUND

The construction of a two lane finished roadway, curbs and sidewalks is proposed. The completion of the portion of Albright Road over ravine lands in conjunction with the portion to be built under the subdivision agreement for Red Hill Manor No. 2 will improve access to the schools and to the recreation centre in the area. The fill for the road base was deposited in the ravine lands approximately 15 years ago in anticipation of the eventual construction of the roadway.

The location of the roadway is shown on the attached plan.

RPM:jd
Attach.

cc: E. C. Matthews
City Treasurer
Att: B. Hotrum
cc: J. J. Schatz, Secretary
Co-ordinating Committee
cc: K. A. Rouff
City Solicitor



LEGEND



PROPOSED ALBRIGHT ROAD
EXTENSION

F O R A C T I O N

13.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: April 14, 1989
COMM FILE: 3-11.2
DEPT FILE: T103-11
ID#0043D

SUBJECT:

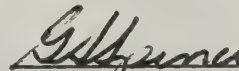
City of Stoney Creek Downtown Directional Signing

RECOMMENDATIONS

a) That permission be granted to the City of Stoney Creek to erect directional signs on Centennial Parkway at the following locations:

- i) Centennial Parkway, southbound, south of the Queen Elizabeth Way, in the west boulevard
- ii) Centennial Parkway, southbound, south of Barton Street, on the west side of the street

b) That all costs associated with the supply, erection and maintenance of these signs be the responsibility of the City of Stoney Creek.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

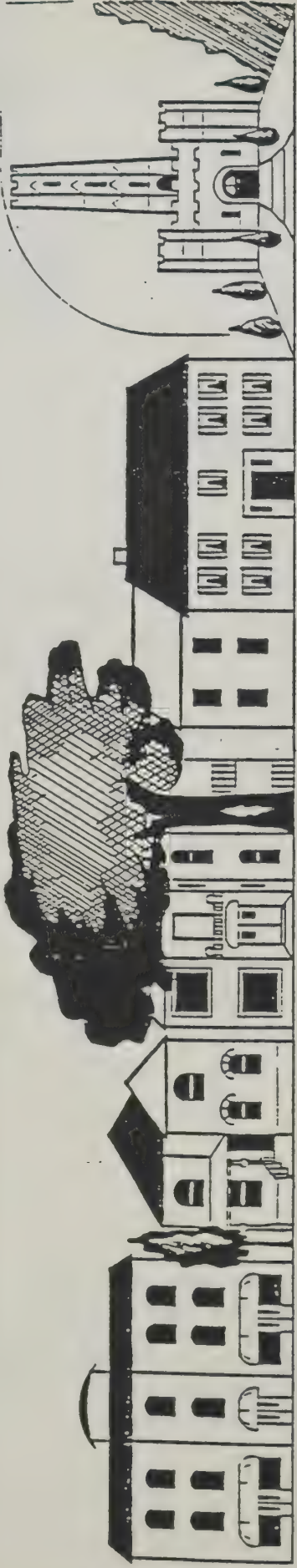
N/A

BACKGROUND

We have received a request from the City of Stoney Creek for the erection of two signs to direct motorists to the Stoney Creek downtown area. The locations of the signs are shown as location E and location G on the attached plan. The sign at location E will be 1.2m x 2.4m (4' x 8') as shown on the attached plan. The sign at location G will be a small "trailblazer" type sign.

RPM:lp

From
24



DOWNTOWN STONEY CREEK

Follow the sign

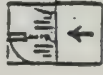


↑ 4' x 8'

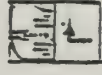
City Of Stoney Creek

Proposed Downtown
Signing Locations On
Regional Roads.

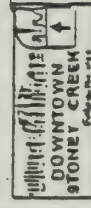
Sign Location



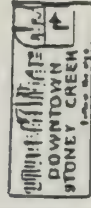
A, F, G



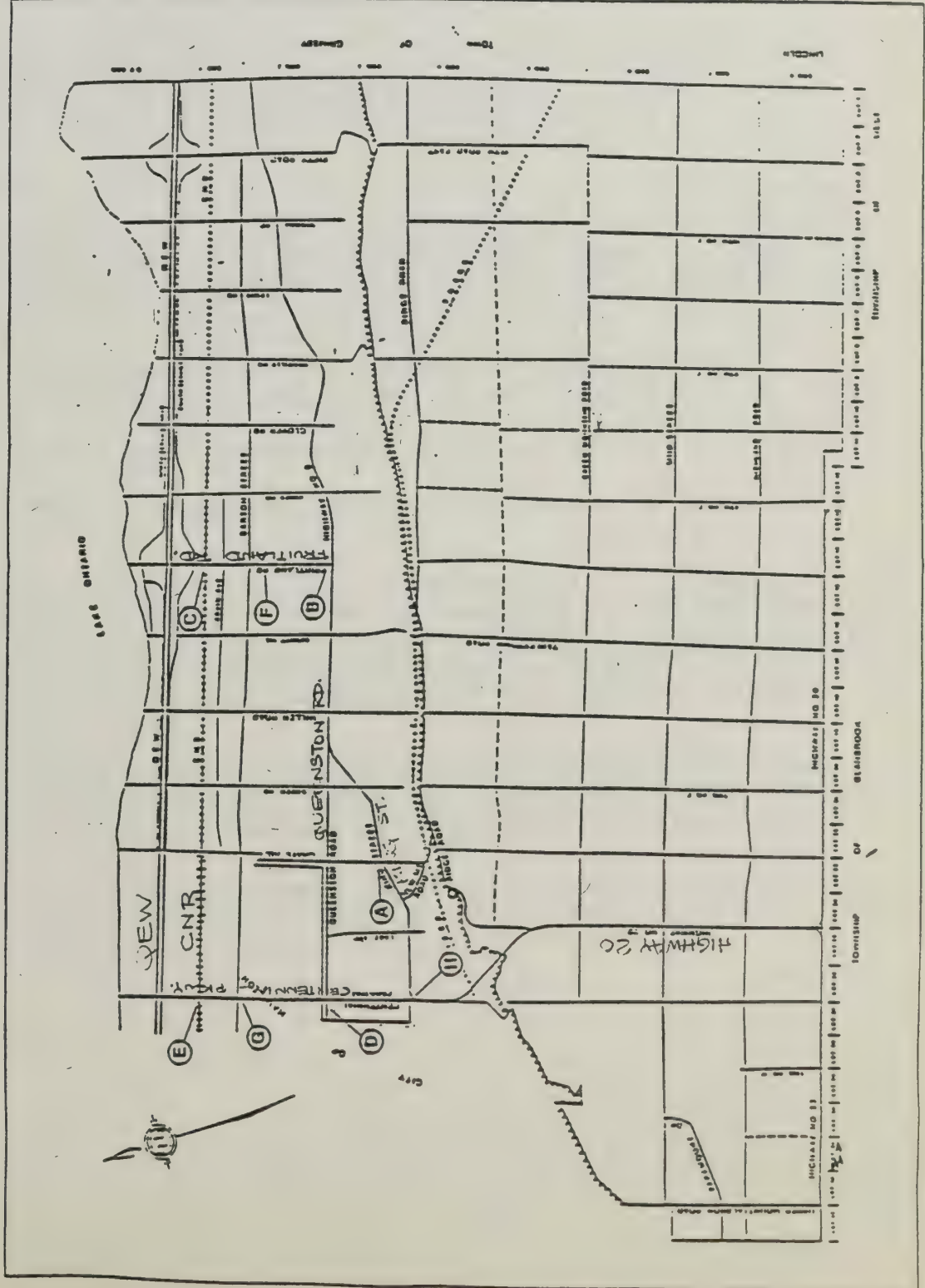
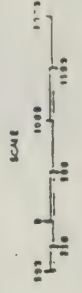
B, H



C, E



D



F O R A C T I O N

14.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 07 April 1989
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(5)
ID#0043D (46)

SUBJECT:

Temporary Street Closures
Saturday, June 10, 1989 (4:00 p.m. to 11:00 p.m.) and
Sunday, June 11, 1989 (4:00 p.m. to 11:00 p.m.)

RECOMMENDATION

That the following City Streets be closed from 4:00 p.m. to 11:00 p.m. on Saturday, June 10, 1989 and on Sunday, June 11, 1989 in order that Comunita Racalmutise Maria Santissima Delmonte may hold a Street Festival:

- (i) Colbourne Street from Park Street to MacNab Street
- (ii) Sheaffe Street from Bay Street to easterly limits of Sheaffe Street
- (iii) Park Street North from Mulberry Street to Barton Street

That the closures be approved during the pleasure of City Council provided:


- a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

Cont'd...

Street Closures and Temporary Closures - Street Festival
Saturday, June 10, 1989 (4:00 noon to 11:00 p.m.) and
Sunday, June 11, 1989 (4:00 p.m. to 11:00 p.m.)

Cont'd...

- d) That the applicant provide proof of \$1,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- f) That no property owner or resident within the barricaded area be denied access to their property if requested;
- g) That all property owners and tenants along the closed portion of the route be notified of the Street Festival by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.


for G. S. Spencer
Commissioner of Engineering

BACKGROUND

A request has been received from Mr. Ron Corsini, agent on behalf of Comunita Racalmutise Maria Santissima Delmonte, to hold a Street Festival on Saturday & Sunday, June 10 & 11, 1989 from 4:00 p.m. to 11:00 p.m.

The Street Festival is part of a religious event and is expected to draw 2,000 participants from the immediate area and surrounding communities.

Cont'd...

-Page 3-
April 7, 1989

Street Closures and Temporary Closures - Street Festival
Saturday, June 10, 1989 (4:00 noon to 11:00 p.m.) and
Sunday, June 11, 1989 (4:00 p.m. to 11:00 p.m.)

Cont'd...

The applicant has petitioned the area home owners and tenants on the streets proposed to be closed and in each case has an overwhelming majority in favour of the closures for the festival.

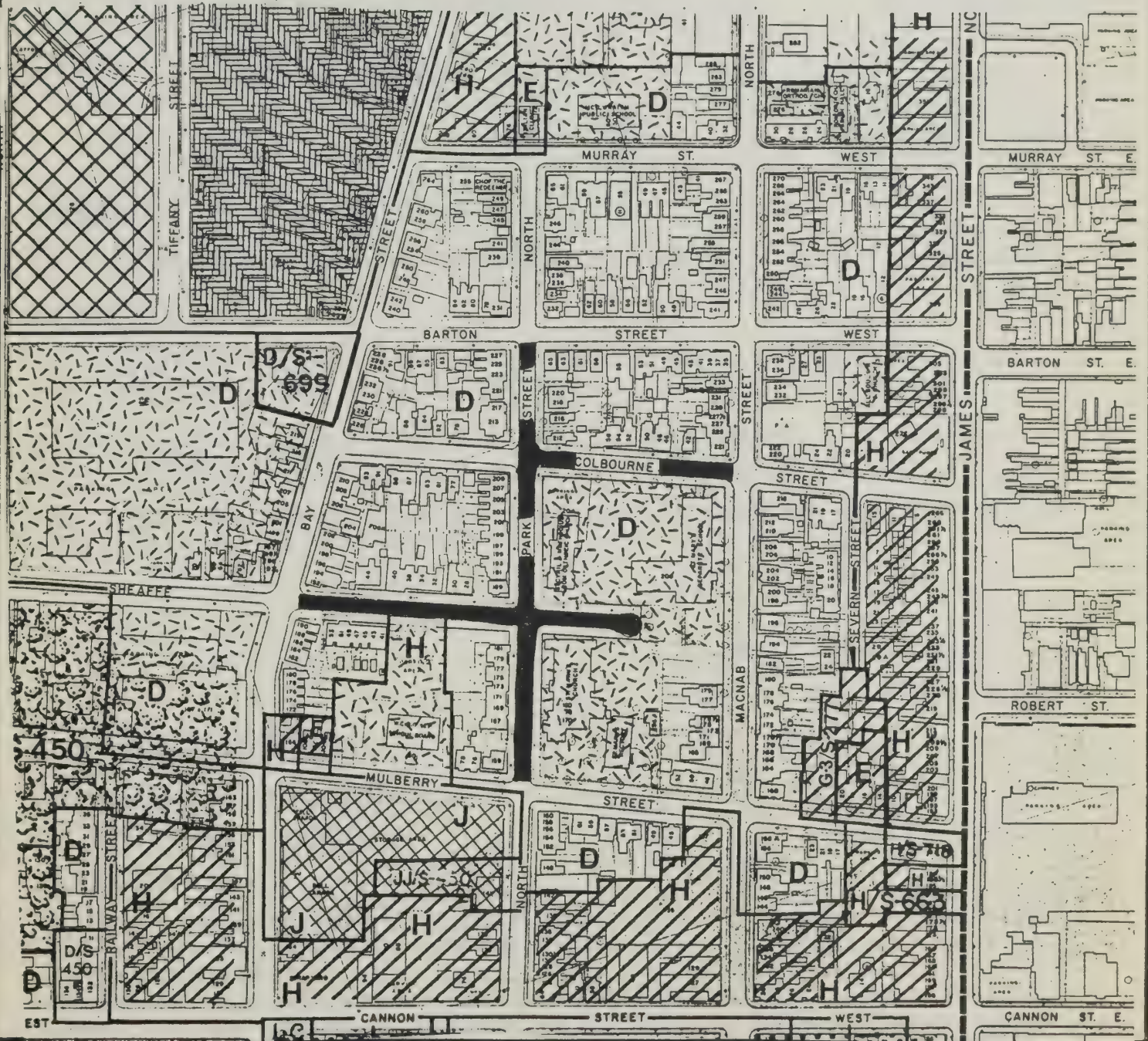
In conjunction with the festival the applicant will have religious parades in and around the closed streets.

The parade routes include Murray Street East, James Street North, Barton Street West, Cannon Street West, and Bay Street North.

The Regional Police Department have reviewed the route of the parades, and they indicate that appropriate pedestrian and vehicular traffic control and detour routes can be provided for the parades.

TCU
JJC:sw

cc: Staff Sgt., G. Williams, Regional Police Department
cc: J. G. Pavelka, Director of Public Works
cc: M. F. Main, Director of Traffic Services



F O R A C T I O N

15.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING :

DATE: April 7, 1989
COMM FILE: 3.11.2
DEPT FILE: T108-01
ID#0043D

SUBJECT:


1989 Maintenance Cost for Automatic Protection at Level Crossings

RECOMMENDATIONS

(a) That the Commissioner of Engineering be authorized to issue purchase orders on behalf of the City of Hamilton as follows:

CN Rail	\$50,840.00
CP Rail	\$79,000.00

(b) That the expenditures be charged to Account No. CH 57408 52010 (Railway Crossing Maintenance).


for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

There are presently 36 railway crossings on City streets protected with either bells and lights, or bells, lights and gates. This automatic protection must be maintained constantly according to standards set by Transport Canada in Ottawa. In addition, Transport Canada and The National Transportation Agency of Canada have issued individual Board Orders for each crossing which specify the party responsible for performing the maintenance and the appropriate cost sharing.

Con't

Page 2 -

1989 Maintenance Cost for Automatic Protection at Level Crossings

Con't

The Railways are responsible for performing the required maintenance to all crossings with automatic protection. The City's share of these costs is generally 50% in accordance with the Board Orders.

The 1989 Current Budget contains \$129,840 for the City's share of this work. Prior to any payment to either Railway, our staff reviews the individual invoices as they are submitted to verify the amounts and determine that the amount is in keeping with the cost sharing outlined in the Board Orders.

YJC:lp

John

cc: E.C. Matthews, City Treasurer

F O R A C T I O N

16.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: April 19, 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
ID#0043D

SUBJECT:

Banner Display Application Approvals

RECOMMENDATION

That the Commissioner of Engineering be authorized to approve banner applications from organizations that have received Council approval previously, provided the banner and application are in accordance with the policy guidelines and specifications approved by Council.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Over the years this department has received applications from the same organizations for the privilege to hang their banners across Main Street West in front of City Hall.

Upon receiving each request a report is prepared by staff and submitted to the Transport and Environment Committee and City Council for approval.

Con't

Page 2 -

Banner Display Application Approvals

Con't

To minimize the time taken to process routine banner applications, it is proposed that once City Council approval has been given to an organization, any subsequent applications made by the same organization be approved by the Commissioner of Engineering.

At the City Council meeting of April 11, 1989, Alderman Gallagher requested staff to investigate total delegation of banner approvals. Staff feel that banners being proposed by organizations not previously approved by council should be reviewed by the Committee, so that messages considered inappropriate by Council do not end up above Main Street.

JKC:lp

FOR ACTION

17.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

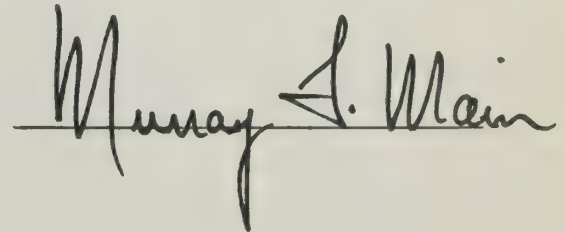
FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 April 19
COMM FILE: 3-9.1
DEPT FILE: TEC-109-89

SUBJECT: Recent Traffic By-law Amendments.

RECOMMENDATION:

That By-law Amendments Number 89-23, 89-24, 89-44, 89-45, 89-62, 89-63, 89-77 and 89-78 which amended the former Traffic By-law 66-100 be passed as new By-law Amendments to amend the new Traffic By-law 89-72.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On 1989 February 28, the City Council passed By-law 89-72 which consolidated the former City Traffic By-law 66-100. This new Traffic By-law was subsequently approved by the Regional Council on 1989 March 21st. However, the 8 amendments to the former By-law 66-100 were in the process of being approved when the new Traffic By-law was enacted, and the City Solicitor's Department has informed us that it would be legally correct to reenact these By-laws as amendments to the new Traffic By-law since the entries contained in these amendments were not included in the new By-law 89-72.

All of the signing revisions specified in the subject By-law Amendments were carried out, and this is merely an administrative procedure.

FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

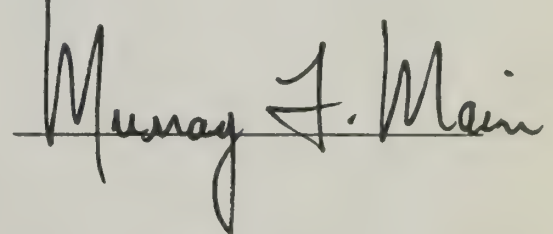
FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 April 18
COMM FILE: 3-9.5
DEPT FILE: TEC-108-89

SUBJECT: Miran's Carpet Services Limited, 1146 Barton Street
East - Discharge of Boulevard Parking Agreement.

RECOMMENDATION:

- a) That the existing commercial boulevard parking agreement between the City and Miran's Carpet Services Limited, registered as instrument No. 462313 C.D. to the property at No. 1146 Barton Street East, be discharged at the property owner's expense; and
- b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement; and
- c) That the property owner be authorized to execute a revised boulevard parking agreement, which is satisfactory to the City Solicitor and the Director of Traffic Services, to allow parking on the boulevard of Fraser Avenue adjacent to 1146 Barton Street East.



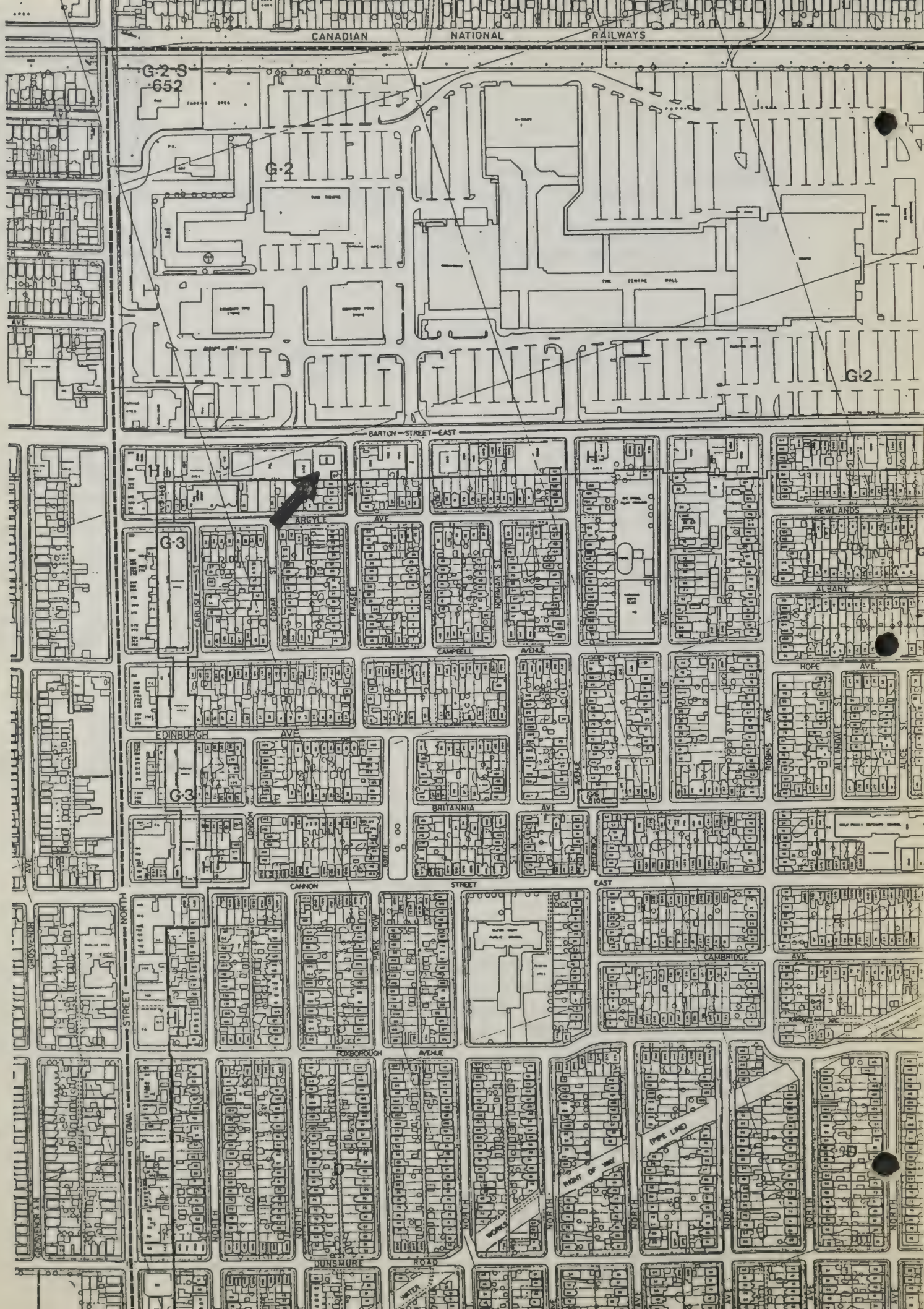
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On 1988 April 26, the City Council approved an application by Miran's Carpet Services Limited, 1146 Barton Street East, to lease a portion of the City Boulevard of Fraser Avenue adjacent to this business to park two vehicles. The agreement was registered in the Land Registry Office on 1988 June 24 as Instrument No. 462313 C.D. However, the applicant has since changed the parking layout on the private property, which affects the works specified in the boulevard parking agreement. It is no longer a requirement that one driveway approach ramp on Barton Street be physically removed. Therefore, a revised boulevard parking agreement should be executed, and the applicant has agreed to do so at his expense.

cc: Mr. K.A. Rouff
City Solicitor



FOR ACTION

19.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 April 19

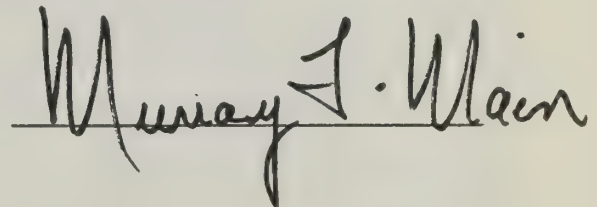
COMM FILE:

DEPT FILE: TEC-102-89

SUBJECT: MacNab Street between York Boulevard and Cannon Street
- Proposed two-way operation and truck route designation.

RECOMMENDATION:

- a) That the section of MacNab Street between York Boulevard and Cannon Street be operated two-way; and,
- b) That the section of MacNab Street between York Boulevard and Cannon Street be designated as a truck route.
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of changing the signing.

BACKGROUND:

The section of MacNab Street from York Boulevard to Cannon Street has been operated one-way northerly for many years. The one-way operation commenced years ago when MacNab Street was a continuous roadway for the entire length of the street north of Main Street. However, urban renewal developments have resulted in the closure of part of the at grade section south of York Boulevard to vehicular traffic, and its replacement in part with the truck tunnel which runs one-way southerly from York Boulevard.

In negotiating with the proponents of the new Eaton Centre for off-street loading and access thereto, the final design requires an agreement with Yale Properties which will allow the portion of MacNab Street immediately south of York Boulevard to operate two-way, with an appropriate widening of the ramp

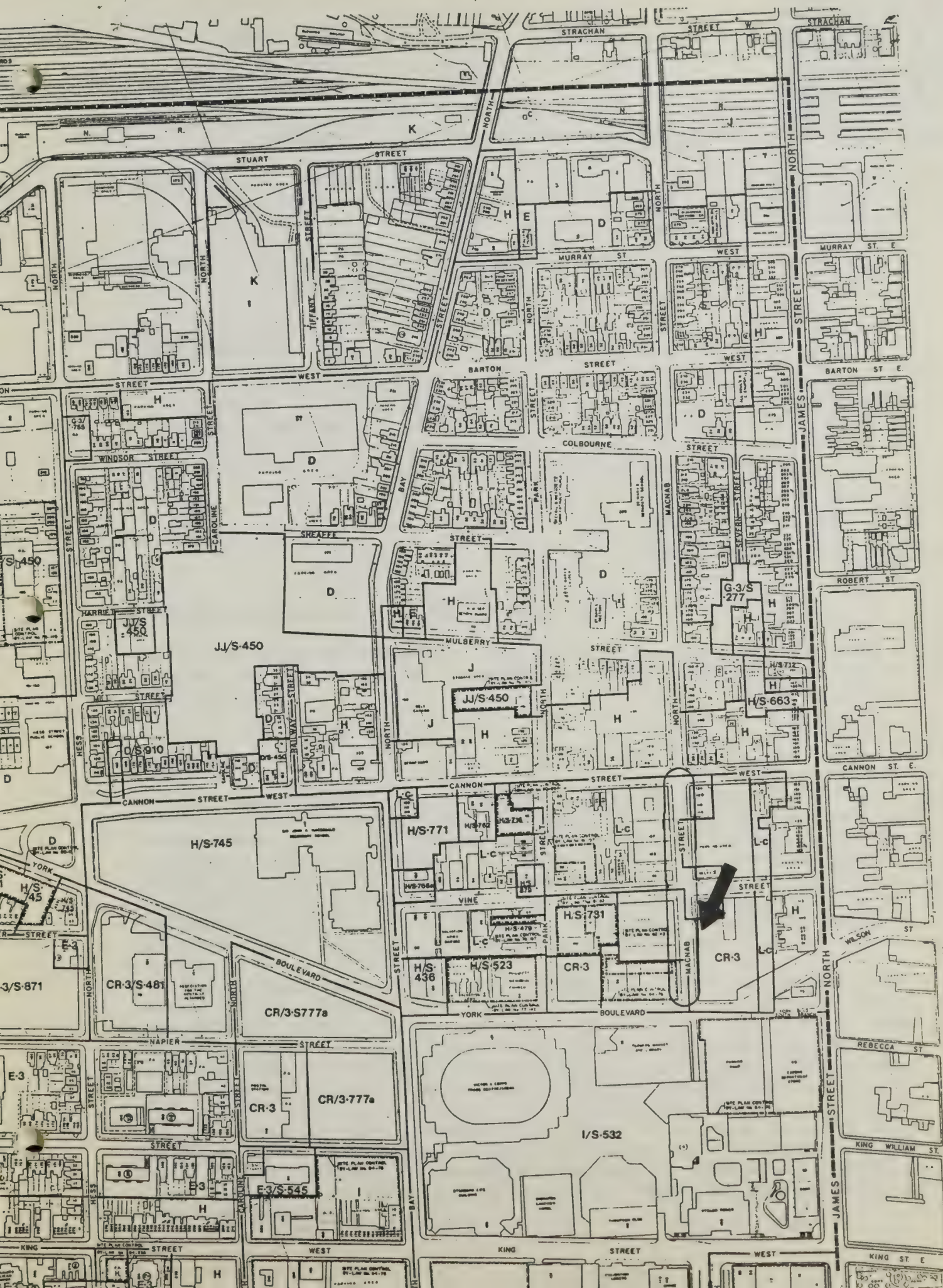
area, such that access to the Eaton Centre will be a two-way access immediately south of York Boulevard. Such being the case, it would be desirable to permit trucks exiting from the Eaton Centre and wishing to proceed westerly to Highway #403 and other destinations in that direction, to be permitted to proceed northerly on MacNab and turn left onto Cannon Street which is a truck route, rather than to be required to turn right onto York Boulevard and then proceed around several blocks via John Street to return to Cannon Street for the westbound movement. There is also concern that some drivers would turn right onto James Street and right onto King Street (neither of which are truck routes in these sections), thereby adding to the congestion which occurs on this route at the present time. The northbound movement via MacNab to Cannon would be much more direct and would result in considerably less congestion.

The section of MacNab between York and Cannon is abutted entirely by commercial properties, and therefore the additional truck movements would have no detrimental impacts on the existing land uses in this area. It is therefore recommended that MacNab Street from York to Cannon be designated a truck route.

Consideration should also be given to operating this section of MacNab Street as a two-way. This would allow trucks westbound on Cannon Street to access the Eaton Centre directly via MacNab Street in the southbound direction, rather than requiring a more circuitous movement. In addition, the Manager of the Parking Authority has requested consideration of two-way operation of this section of MacNab Street in order to allow more direct access to the new parking structure on York Boulevard, and this provision could assist better utilization of the parking structure.

The above mentioned changes would also be advantageous to trucks exiting from the underground loading area at Copps Coliseum, since trucks destined for the west could then turn from York to MacNab to Cannon, rather than being required to proceed easterly to John Street, as is presently the case.

These changes in the operation of MacNab Street are recommended in order to increase accessibility to and from the new Eaton Centre, Copps Coliseum and the parking garage on York Boulevard.



FOR ACTION

20.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 April 12

COMM FILE: 3-10.11

DEPT FILE: TEC-97-89

SUBJECT: North side of Forest Avenue, east of Catharine Street
South - Driveway Clearance.

RECOMMENDATION:

- a) That a stopping prohibition be implemented on the north side of Forest Avenue, commencing at a point 262 feet east of Catharine Street South and extending to a point 45 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

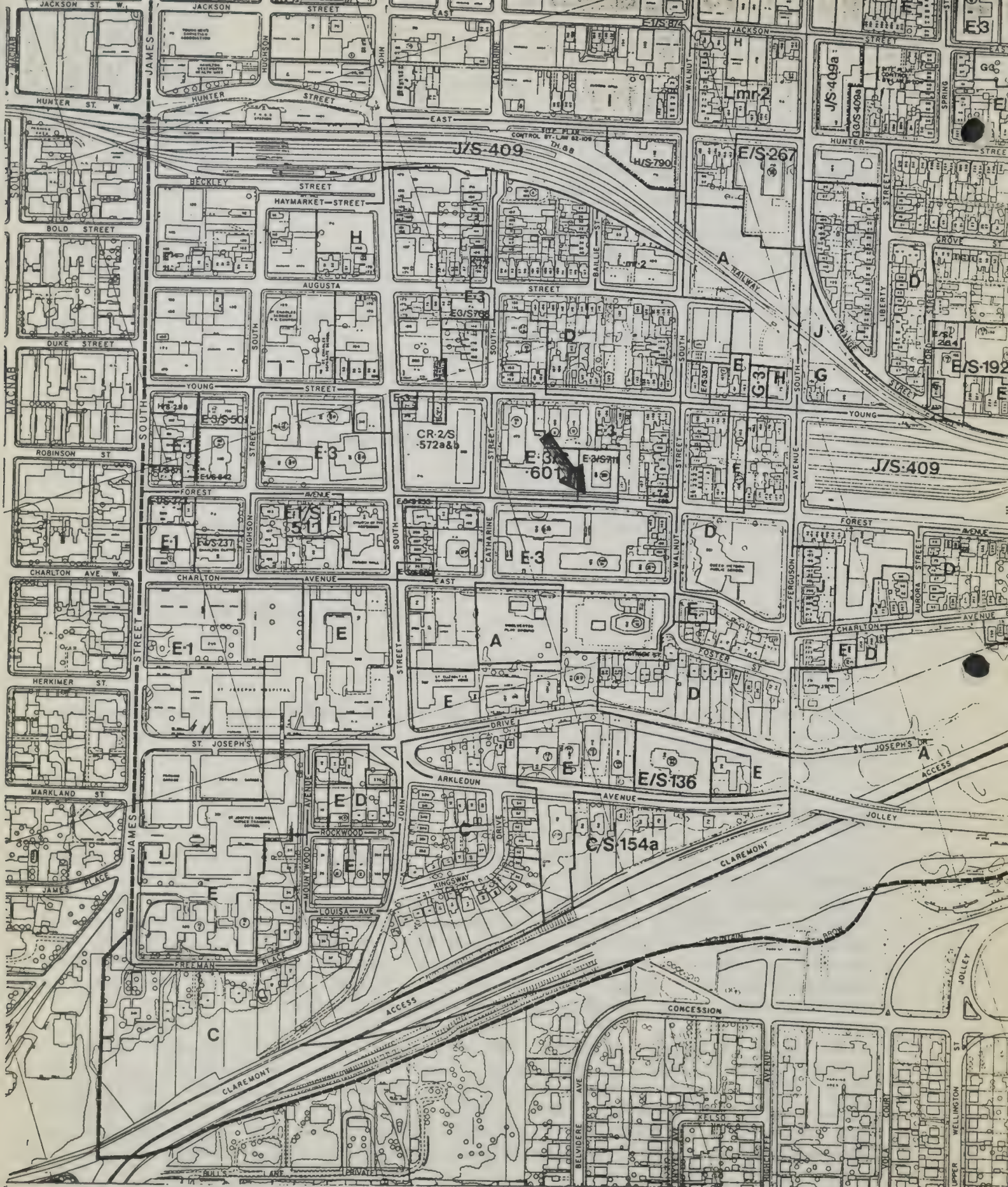
Sufficient funds are available in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting, and maintaining the required "No Stopping" signs.

BACKGROUND:

The property managers for the apartment building at No. 125 Forest Avenue recently requested that "No Parking" signs be erected on the north side of Forest Avenue across the driveway to the underground parking garage for this building in order to facilitate driveway movements by passenger vehicles and garbage trucks. Forest Avenue has a 28 foot pavement width in this area, and presently, there is unrestricted parking on the north side and a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side in the block between Catharine and Walnut.

The Traffic Department concurs that because of the narrow pavement width and parking on both sides of the street, large vehicles turning into and out of this driveway would no doubt encounter difficulties. Therefore, in order to improve driveway movements, the Traffic Department concurs with this request, but recommends "No Stopping" signs instead of "No Parking" signs in order to prevent loading and unloading immediately adjacent to the driveway.

Forest Avenue in this immediate vicinity is abutted by large multiple dwellings which have off-street parking provided in accordance with current zoning by-law requirements. Therefore, the loss of one on-street parking space directly in front of this building should not create any parking problems for other area residents.



FOR ACTION

21.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

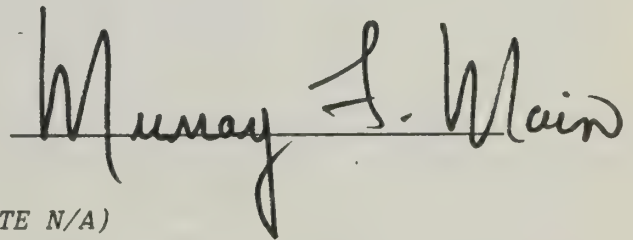
DATE: 1989 April 13
COMM FILE: TEC-99-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Queensdale Avenue East and East 18th Street - Request for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Queensdale Avenue East and East 18th Street at this time.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently \$6,882.00, and presently, there are no funds budgeted for additional School Traffic Officers.

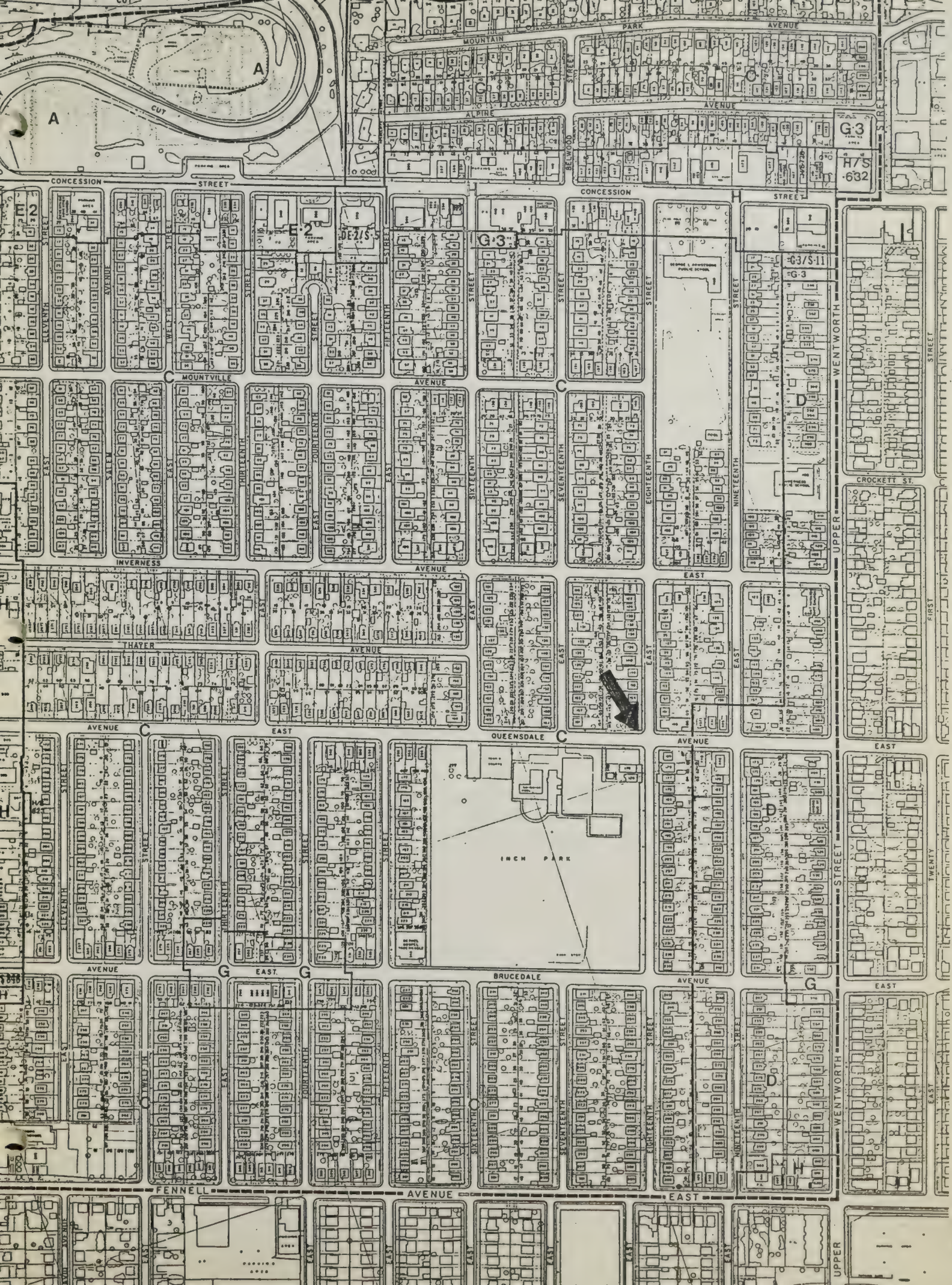
BACKGROUND:

Alderman Henry Merling has advised the Traffic Department of a request from Mrs. Florence Sibley, 254 East 14th Street, that a School Traffic Officer be assigned to the intersection of Queensdale Avenue East and East 18th Street. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 March 23, and observed 12 crossing movements by children across East 18th and 94 crossing movements by children across Queensdale during the three crossing periods. However, the lunch hour period was substantially higher than normal because several children crossed to watch and participate in a hockey game who normally do not cross here. The Regional Police have also noted that there were sufficient gaps in traffic on Queensdale to allow children to cross since

there is a three-way stop one block west at East 17th and a traffic signal two blocks east at Upper Wentworth. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicate that there has been only one reported collision at this intersection in the past nine years, and this collision did not involve a pedestrian. Thus, the intersection is operating safely, and the Traffic Department concurs with the recommendation of the Regional Police Department.



FOR ACTION

22(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

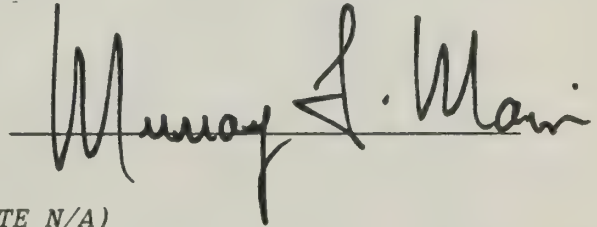
DATE: 1989 April 19
COMM FILE: TEC-100-89
DEPT FILE: 3-9.2

SUBJECT:

Colbourne Street between Park Street North and MacNab Street North - Parking Regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on the north side of Colbourne Street between Park Street North and MacNab Street North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each permit will offset the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of seven of the nine one, two and three family dwellings abutting Colbourne Street between Park Street North and MacNab Street North, requesting that a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week be implemented on the street. Six of the residents indicated their support and one opposed the requested regulation.

Presently, there is unrestricted free parking on the north side and a "No Parking, 7:00 a.m. - 6:00 p.m., Monday to Friday" regulation on the south side of Colbourne Street in this block. Area residents have expressed concern from time to time regarding non-resident long-term parking by area employees.

The implementation of the proposed regulation would eliminate long-term parking by employees of businesses on James Street North. Therefore, since 66% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



FOR ACTION

22 (w)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

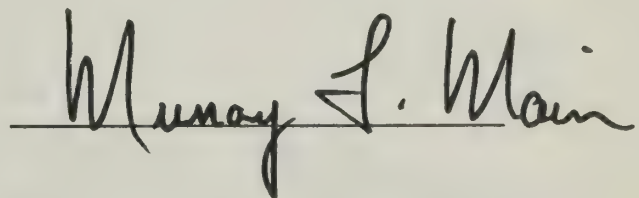
DATE: 1989 April 19
COMM FILE: TEC-103-89
DEPT FILE: 3-9.2

SUBJECT:

South Side of Brant Street between Birch Avenue and Sherman Avenue North-Parking Regulations.

RECOMMENDATION:

- a) That a "No Parking, 6:00 a.m. - 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Brant Street commencing at a point 155 feet east of Birch Avenue and extending to a point 137 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Geoff Mitchell of Phillip Enterprises, 227 Brant Street, that a "No Parking" regulation be implemented on the south side of Brant Street across from their business, in order to facilitate the movement of large trucks into and out of their off-street loading area.

Brant Street has a 30 foot pavement width in this area, and presently, there is a "No Parking Anytime" regulation on the north side and unrestricted parking on the south side of Brant except for a "No Stopping" traffic signal clearance immediately east of Birch and a "No Parking Anytime" regulation for a portion of the block to the east of Phillip Enterprises. Because of the narrow

pavement width, large trucks would no doubt encounter problems entering and exiting this business with parked vehicles opposite the driveway.

The implementation of the proposed regulation would result in a loss of six on-street parking spaces. However, the applicant has agreed to limit the hours of the parking prohibition from 6:00 a.m. to 6:00 p.m., Monday to Friday, in order to allow parking during weekday evenings and at all times on weekends. Casual observations have revealed that the street is lightly parked, and that there are often no parked vehicles at all during the day. Approximately eight on-street parking spaces would still be available on the south side of Brant Street immediately west of Sherman Avenue. Therefore, the proposed regulation should not create any parking problems for other businesses or residents of the street, and the Traffic Department concurs with the request.



FOR ACTION

23(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

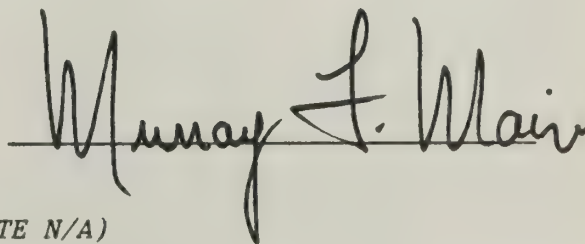
DATE: 1989 April 20
COMM FILE: TEC-105-89
DEPT FILE: 3-9.1

SUBJECT:

No. 1172 Dunsmure Road - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That, in combination with the existing alternate side parking regulation, a permit parking regulation be implemented on the south side of Dunsmure Road commencing 78 feet west of Glassco Avenue and extending to a point 20 feet westerly therefrom, and on the north side of Dunsmure Road commencing 85 feet west of Glassco Avenue and extending to a point 20 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Redden, 1172 Dunsmure Road; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the permit will off-set the cost to some degree.

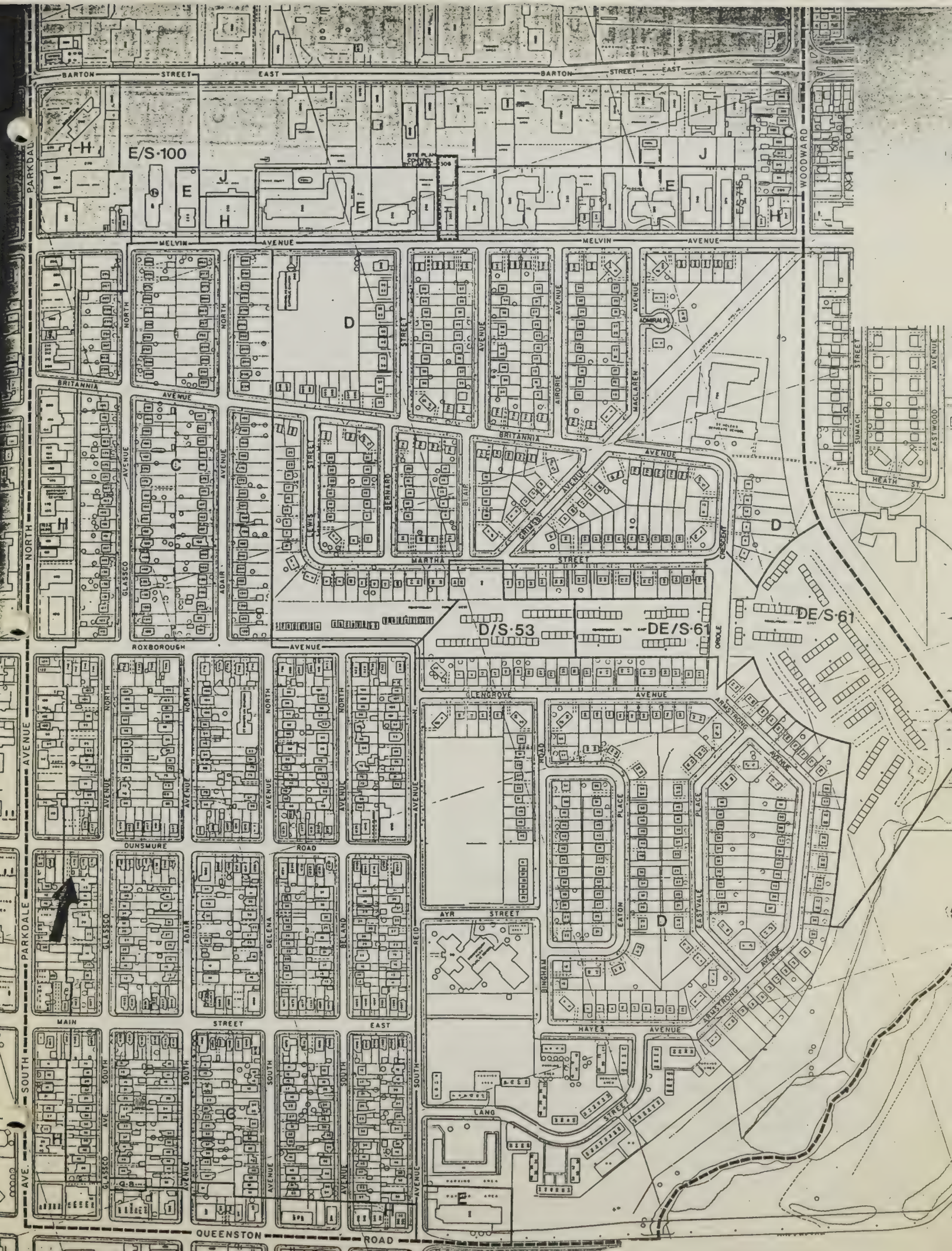
BACKGROUND:

The Traffic Department has received a request from Mr. John Redden, 1172 Dunsmure Road, that a reserved permit parking space be designated on the street in front of his home, since his daughter is handicapped. Mr. Redden transports his daughter in a specially equipped van which his driveway is too narrow to

accommodate. Presently, there is an alternate side parking regulation on Dunsmure Road in this area. Therefore, in accordance with the City Council directive, one reserved parking space must be designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. The space on the opposite side of the street would be in front of an off-street private parking lot.

It will be necessary to erect one sign approximately 2 feet in front of Mr. Redden's neighbours home. However, this resident has contacted the Traffic Department to advise that she would not object to this.

The City Council, on 1987 December 3, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department have advised that Mr. Redden possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



FOR ACTION

23 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

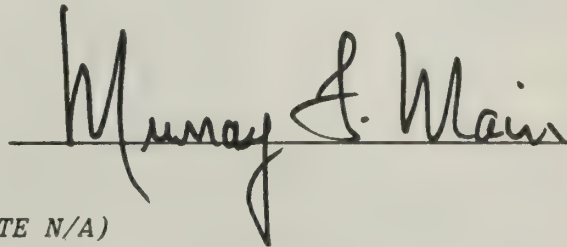
DATE: 1989 April 20
COMM FILE: TEC-106-89
DEPT FILE: 3-9.1

SUBJECT:

No. 43 Somerset Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That, in combination with the existing alternate side parking regulation, a permit parking regulation be implemented on the north side of Somerset Avenue commencing 190 feet west of Barnsdale Avenue North and extending to a point 20 feet westerly therefrom, and on the south side of Somerset Avenue commencing 247 feet west of Barnsdale Avenue North and extending to a point 20 feet westerly therefrom; and
- b) That the Director of Traffic Service be authorized to issue one parking permit to Mr. Joseph Znamecz, 43 Somerset Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

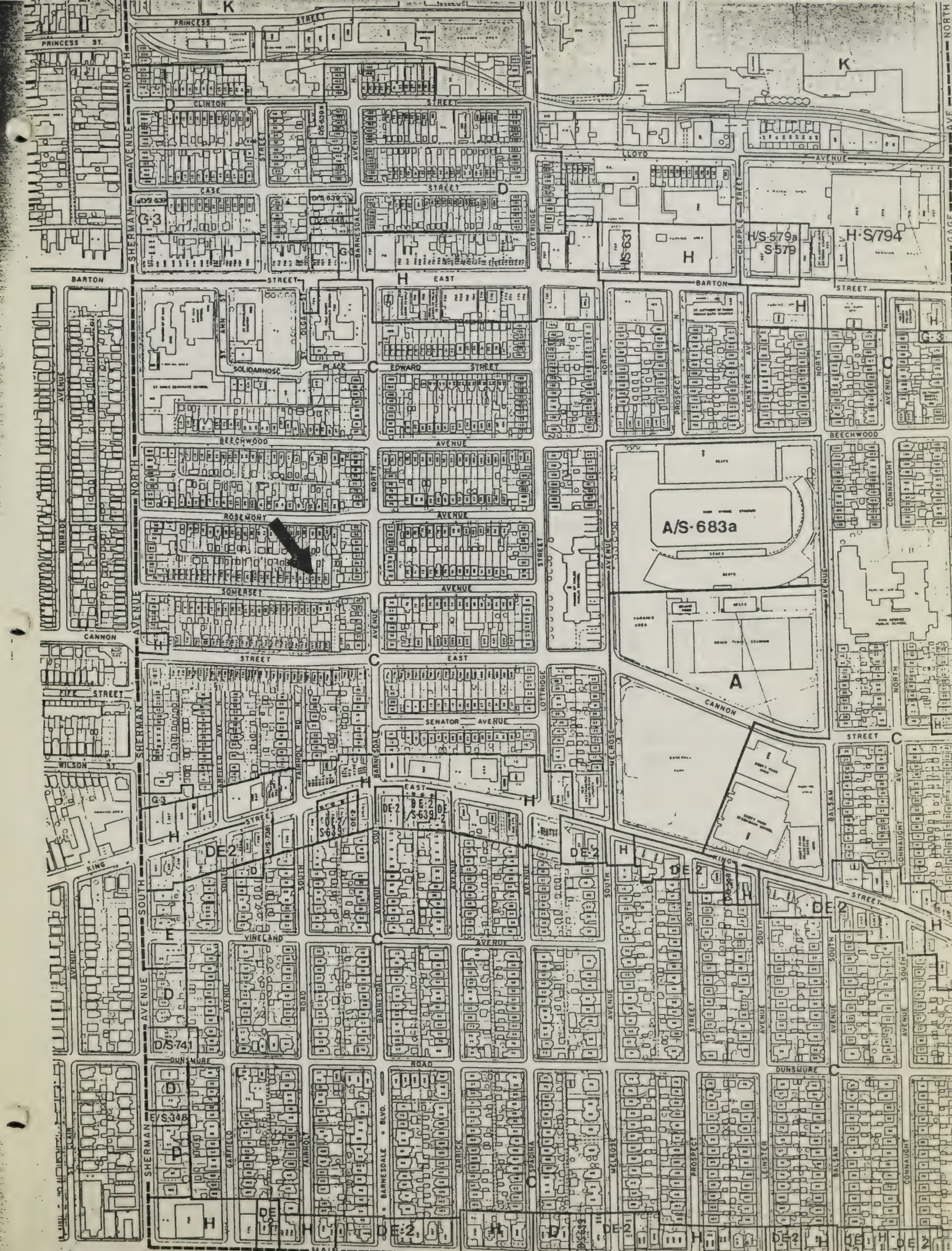
There are sufficient funds in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the permit will off-set the cost to some degree.

BACKGROUND:

Alderman Brian Hinkley has advised of a request from Mr. Joseph Znamecz, 43 Somerset Avenue, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped. Presently, there is an alternate side parking regulation on the street in this area. Therefore, in accordance with the City Council directive, one reserved parking space must be

designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. Mrs. Alma Ross, 40 Somerset Avenue, has agreed to allow signs to be erected in front of her home to allow Mr. Znamecz to park his vehicle on the south side of the street when parking is prohibited on the north side in front of Mr. Znamecz's home.

The City Council, on 1987 December 03, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents home. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Znamecz possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



FOR ACTION

24 (a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

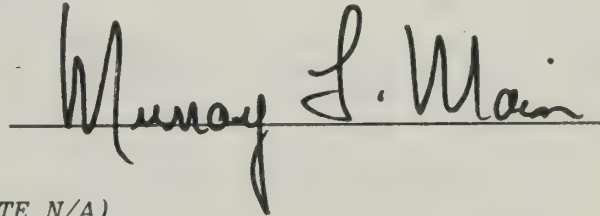
DATE: 1989 April 19
COMM FILE: TEC-98-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Kingslea Drive and Wildewood Avenue - Intersection Control.

RECOMMENDATION:

- a) That eastbound traffic on Wildewood Avenue be required to stop for northbound and southbound traffic on Kingslea Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

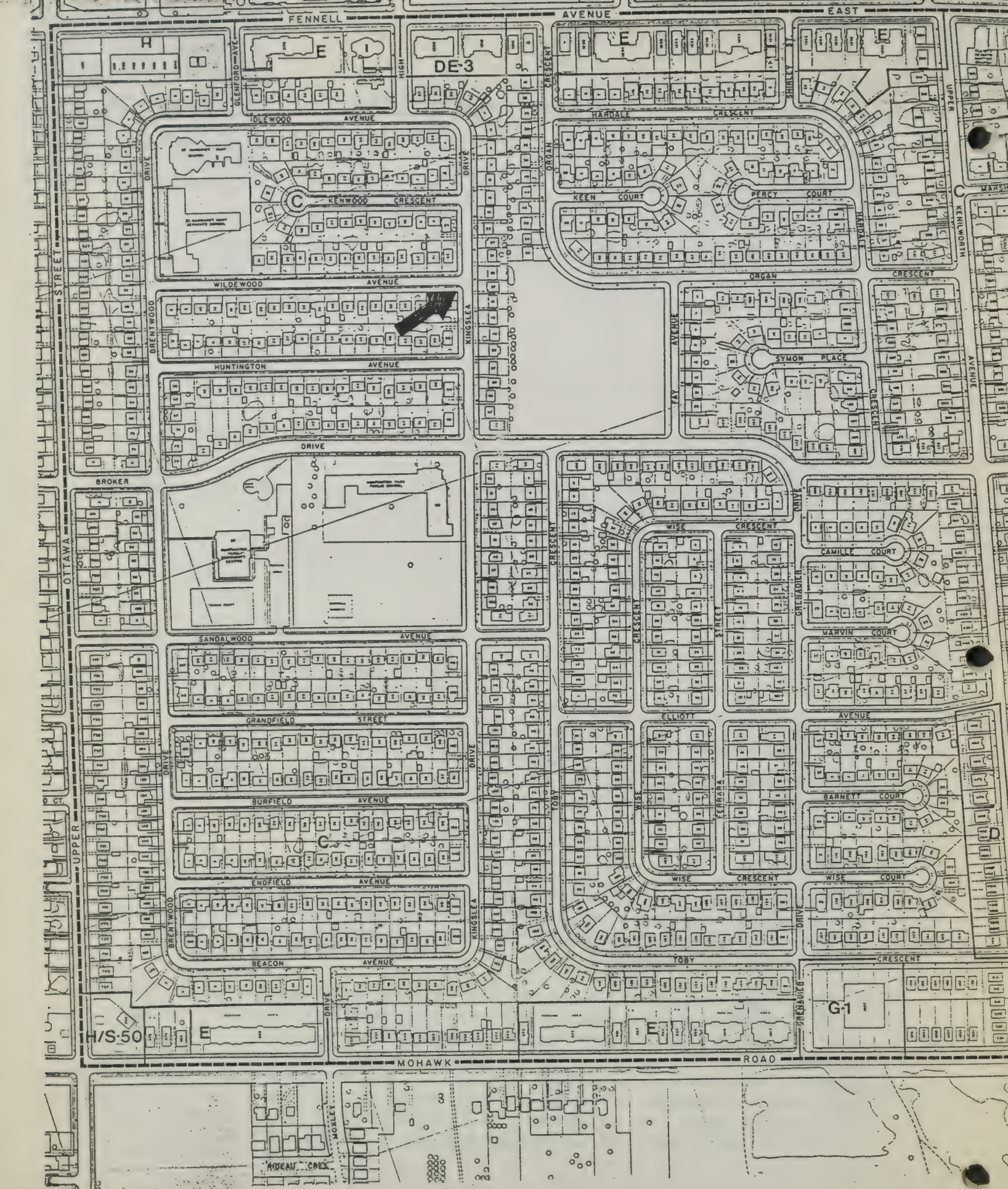
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. A. Ramsay, 41 Kingslea Drive, that all-way stop control be implemented at the intersection of Wildewood Avenue and Kingslea Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

An investigation by staff concluded that all-way stop control is not warranted at this intersection at this time. Traffic Department records indicate that there has been only one reported collision at this location in the past seven years. Thus, the intersection is operating safely. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department recommends erecting a stop sign on the stem of this "T" type intersection, such that eastbound traffic on Wildewood Avenue would be required to stop for northbound and southbound traffic on Kingslea Drive.



FOR ACTION

24 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

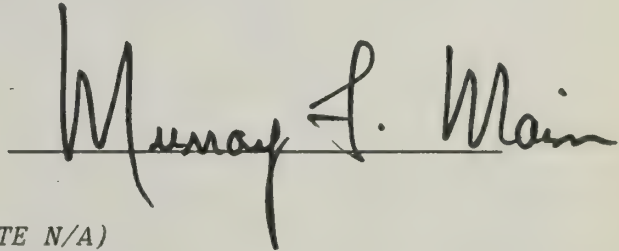
DATE: 1989 April 19
COMM FILE: TEC-104-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Adler Avenue and Independence Drive - Intersection Control.

RECOMMENDATION:

- a) That westbound traffic on Adler Avenue be required to stop for northbound and southbound traffic on Independence Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



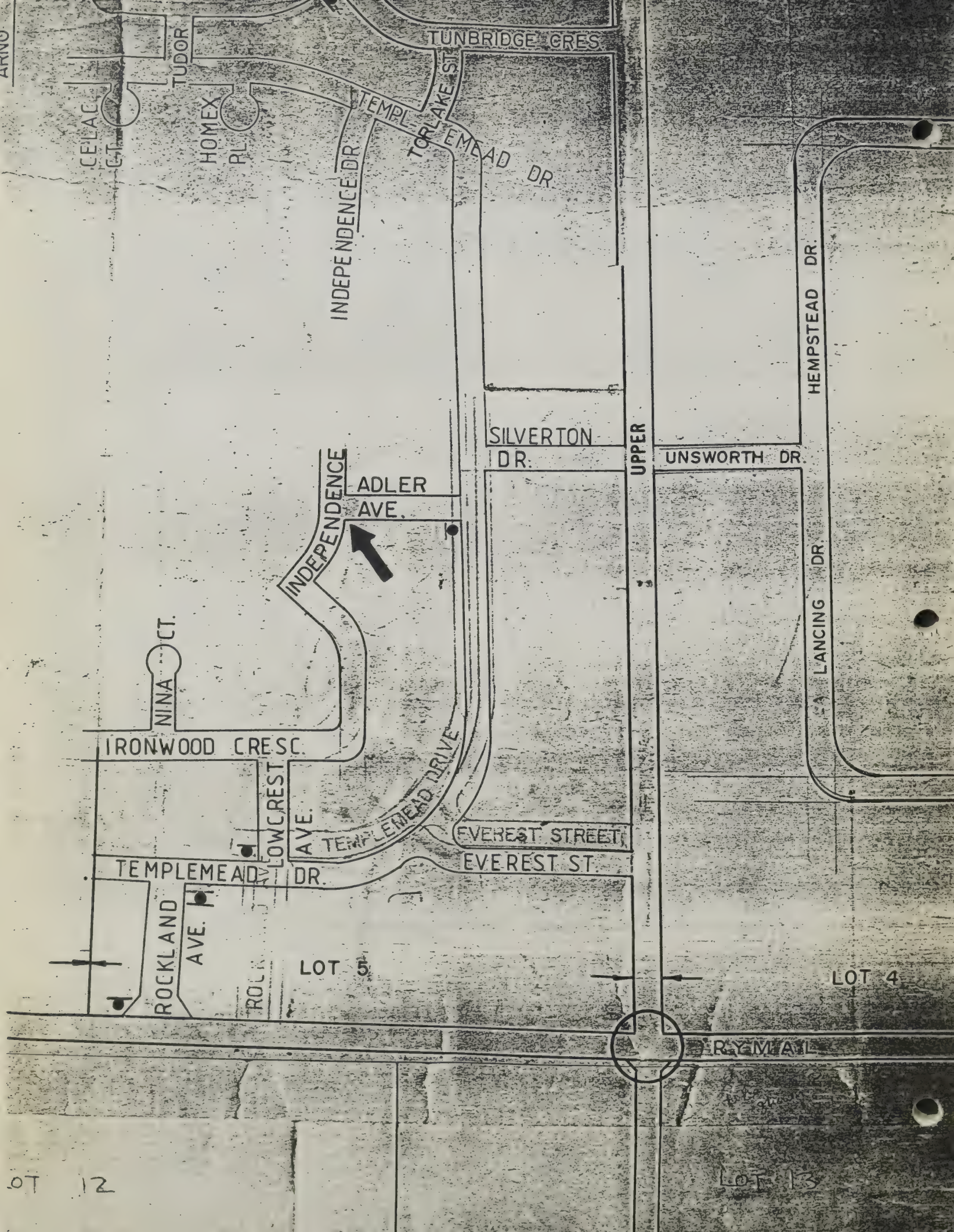
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Smith has advised of a request from the resident at 15 Adler Avenue that stop control be implemented at the intersection of Adler Avenue and Independence Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection since its construction in 1988. Thus, the intersection is operating safely and there is no apparent compelling reason to erect a stop sign. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that westbound traffic on Adler Avenue would be required to stop for northbound and southbound traffic on Independence Drive. Therefore, the Traffic Department concurs with the request.



ARNO

CELAC CT

TUDOR

HOMEX PL

TUNBRIDGE CRES

TEMPLEMEAD DR

TORLAKE ST

INDEPENDENCE DR

SILVERTON DR

UNSWORTH DR

HEMPSTEAD DR

LANCING DR

ADLER AVE

UPPER

IRONWOOD CRES

NINA CT

LOWCREST AVE

TEMPLEMEAD DR

EVEREST STREET

EVEREST ST

LOT 5

LOT 4

LOT 12

LOT 13

RYMAY

FOR ACTION

25.

REPORT TO: R. C. Prowse, Secretary,
Transport and Environment Committee

FROM: V. C. Mauceri - Manager
Marketing & Customer Services
The Hamilton Street Railway

DATE: April 27, 1987
COMM FILE:
DEPT FILE:

SUBJECT: 1989 Bus Shelter Program

RECOMMENDATION:

That the Transport and Environment Committee approve 47 proposed bus shelter locations in the City of Hamilton from the attached Table 1, of which 44 shelters are to be installed, subject to acquiring the applicable encroachment agreements.

FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the H.S.R. 1989 Shelter Capital Budget.

BACKGROUND:

A total of 44 shelters with the highest warrant scores from the attached list of 47 locations will be installed in 1989. The shelter locations have been listed in descending order according to the total warrant score ranking. The list of 47 shelter locations require approval as past experience has shown that property owners may not agree to an encroachment agreement, and therefore, the next location on the list would be eligible for a shelter in 1989.

Each proposed shelter location is evaluated using 6 major criteria from the Hamilton Street Railway Warrant Sheet to determine priority listing. A detailed description of how proposed shelter locations are evaluated, is shown on the attached Appendix A. The major warrant criteria categories are briefly described below:

Bus Shelter Warrant Criteria:

1. **Physical Aspects** - passenger exposure to the weather (e.g. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building)
2. **Passenger Usage** - total number of daily boarding passengers at the bus stop.
3. **Route Stability** - indicates whether the route will be realigned within the next five years resulting in an unused shelter.
4. **Passenger Waiting Time** - half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.

5. Land Use in neighbourhood - priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.
6. Advertising Exposure - the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Every request for a bus shelter that was received was ranked on the above criteria and either included in the total number of shelters that could be installed, rejected or temporarily delayed for one of the following reasons:

- A) Insufficient land to install a shelter
- B) Redevelopment in the surrounding area
- C) Delayed due to road reconstruction
- D) Encroachment agreement denied by property owner.

Items B, C and D will be carried over to the 1990 Shelter Program and be re-evaluated.

1989 ON-HOLD AND REJECTED SHELTER REQUESTS

A) Insufficient land to install shelter:

1. Main St. W. at Pearl St., southwest corner
(Requested by: Councillor M. Kiss and a citizen)
2. Concession St. opp. East 18th St., north side - midblock
(Requested by: citizen)
3. Main St. W. at Caroline St., southwest corner
(Requested by: citizen)
4. Upper Gage Ave. at Rymal Rd., northwest corner
(Requested by: Councillor J. Smith)
5. Ottawa St. at Main St. E., southeast corner
(Requested by: citizen)
6. Eleanor Ave. at Stone Church Rd. E., southeast corner
(Requested by: citizen)
- bus shelter will obstruct the view of a stop sign

B) On-hold due to redevelopment in the surrounding area:

1. Upper Sherman Ave. at Stonechurch Rd., southeast corner
(Requested by: citizen)
- Shopping Mall to open in fall of 1989

2. Fennell Ave. at West 5th St., northwest corner
(Requested by: citizen)
 - existing bus stop is currently under review due to complaints forwarded to the H.S.R. from Mohawk College regarding the high incidence of jay walking to and from the bus stop
 - the bus stop may be relocated prior to the start of the 1989 fall semester
3. Upper James St. at #1417, east side - midblock
(Requested by: citizen)
 - surrounding neighbourhood is in the process of being rezoned by the Building Department
 - a new roadway will be constructed further south which may impact the location of the bus stop

C) Road/Sidewalk Reconstruction:

1. Mohawk Rd. W. at Upper Horning Loop, south side
(Requested by: citizen)
 - Loop may be relocated to an alternative location in 1989.

D) Encroachment Agreement Denied By Property Owner:

1. Barton St. at Frederick St., southwest corner
(Requested by: citizen)

CONCLUSION:

That 44 bus shelters be approved for installation in the City of Hamilton from the list of 47 locations on Table 1, as part of the 1989 Shelter Program.

Respectfully submitted,

Glen Campbell
for

Vince Mauceri
Manager
Marketing & Customer Services

VCM/ay

attach.

cc: H. O. Schweinbenz, Commissioner of Transportation

1989 PROPOSED SHELTER LOCATIONS (sorted by warrant score)
CITY OF HAMILTON

PAGE 1 OF 2

April 25, 1989

NO.	STOP #	LOCATION	SHELTER TYPE	CORNER	WARRANT SCORE	REQUEST ORIGIN	ENCR. REQ'D.
1	51025	CONCESSION ST. @ UPPER SHERMAN AVE.	NAD	S/W	88	CITIZEN	*
2	72367	MELVIN AVE. OPP. ADAIR ST.	NAD	N/SIDE	85	CITIZEN	YES
3	61204	FENNELL AVE. @ WEST 5TH ST.	AD	S/SIDE	83	CITIZEN, COUN. ROSS	YES
4	72101	BURLINGTON ST. @ JOHN ST.	AD	N/E	82	CITIZEN, COUN. AGRO	YES
5	72365	MELVIN AVE. @ PARKDALE AVE.	CAN	N/E	81	CITIZEN	NO
6	72303	BARTON ST. @ WELLINGTON ST.	CAN	N/E	81	CITIZEN	NO
7	72739	MAPLEWOOD AVE. @ BLAKE ST.	NAD	N/E	79	CITIZEN	YES
8	61304	MOHAWK RD. W. @ WEST 5TH ST.	AD	S/E	79	CITIZEN, COUN. ROSS	NO
9	51025	CONCESSION ST. @ HENDERSON HOSPITAL	AD	N/SIDE	78	HENDERSON HOSPITAL	YES
10	80008	JAMES ST. N. @ KING ST. W.	LG	N/W	77	CITIZENS	NO
11	50523	UPPER OTTAWA ST. @ MOHAWK RD. E.	NAD	N/E	77	TRINITY REPLACEMENT	NO
12	72360	MELVIN AVE. @ PARKDALE AVE.	CAN	S/W	76	CITIZEN	NO
13	50029	UPPER JAMES ST. @ CHIPMAN AVE.	AD	S/E	76	CITIZEN	NO
14	90804	KING ST. W. @ JAMES ST. N.	LG	N/W	75	CITIZENS	NO
15	72729	DELAWARE AVE. @ SANFORD AVE.	NAD	N/E	73	KINGDOM HALL CHURCH	NO
16	70809	OTTAWA ST. N. @ BARTON ST. E.	NAD	S/E	73	SHELTER RELOCATION	NO
17	72549	KING ST. E. @ KENILWORTH AVE.	AD	N/E	72	CITIZEN	YES
18	72633	MAIN ST. E. @ BALMORAL AVE.	AD	N/E	71	CIT., SHELTER RELOCT'N	YES
19	50325	UPPER SHERMAN AVE. @ BERKO AVE.	NAD	S/E	71	CITIZEN	NO
20	71414	BEACH BLVD. @ GRANVILLE AVE	AD	N/W	71	COUN. AGOSTINO	NO
21	60110	WEST 5TH ST. @ FENNELL AVE.	AD	S/W	69	CITIZEN	*
22	50704	NEBO RD. @ RYMAL RD.	NAD	N/W	68	CITIZEN	NO
23	61411	LIMERIDGE RD. W. @ KENDALE CRT.	NAD	S/E	67	CITIZEN	YES
24	71340	QUIGLEY RD. @ GREENHILL AVE.	NAD	N/W	66	H.S.R. STAFF	NO

LEGEND:

AD - Advertizing shelter
 NAD - Non Advertizing shelter
 CAN - Canopy shelter
 LG - Large Advertizing shelters for Downtown
 * - Under investigation
 ENCR. REQ'D - Encroachment required

TABLE 1 Cont.

1989 PROPOSED SHELTER LOCATIONS (sorted by warrant score)
CITY OF HAMILTON

PAGE 2 OF 2

April 25, 1989

NO.	STOP #	LOCATION	SHELTER TYPE	CORNER	WARRANT SCORE	REQUEST ORIGIN	ENCR. REQ'D.
25	72126	BURLINGTON ST. @ BIRMINGHAM	NAD	S/W	66	TRINITY REPLACEMENT	NO
26	70919	KENILWORTH AVE. N. @ CANNON ST. E.	AD	S/E	65	TRINITY REPLACEMENT	NO
27	72579	KING ST. @ OWEN PL.	AD	N/E	65	CITIZEN	*
28	60205	GARTH ST. OPP. DENLOW AVE.	AD	E/SIDE	65	CITIZEN	NO
29	50215	UPPER VENTWORTH ST. @ EAST 24TH ST.	NAD	S/E	64	CITIZEN	NO
30	50611	UPPER KENILWORTH AVE. @ FENNELL AVE.	NAD	S/E	64	CITIZEN	YES
31	71321	NASH RD. @ DENTEN ST.	NAD	E/SIDE	64	COUN. ROSS	*
32	51524	STONE CHURCH RD. E. @ LEAWAY AVE.	NAD	S/W	60	CITIZEN	NO
33	50111	UPPER JAMES ST. @ MC ELROY RD.	AD	S/E	60	CITIZEN	NO
34	61526	UPPER HORNING RD. OPP. AMALFI ST.	NAD	S/SIDE	59	CITIZEN, COUNC. ROSS	*
35	72124	BURLINGTON ST. @ WILCOX ST.	NAD	N/W	59	TRINITY REPLACEMENT	NO
36	60107	WEST 5TH ST. @ #133	AD	E/SIDE	59	COUN. MURRAY & ROSS	NO
37	60202	GARTH ST. BTWN SCENIC DR. & DENLOW AVE.	AD	W/SIDE	58	CITIZEN	NO
38	71136	MOUNT ALBION RD. @ ALBRIGHT RD.	AD	N/W	58	CITIZEN	YES
39	61226	SANATORIUM RD. @ #449	NAD	S/SIDE	57	TRINITY REPLACEMENT	NO
40	50211	UPPER VENTWORTH ST. @ MAC LENNAN AVE.	NAD	S/E	57	CITIZEN	NO
41	50133	UPPER VELLINGTON ST. @ 1355/1423	NAD	E/SIDE	57	CITIZEN, STOP RELOCATION	NO
42	60227	GARTH ST. @ GARROW DR.	NAD	S/E	56	TRINITY REPLACEMENT	NO
43	51036	CONCESSION ST. @ EAST 38TH ST.	NAD	S/W	56	CITIZEN	*
44	81234	WHITNEY AVE. @ RIFLE RANGE RD.	NAD	S/W	53	CITIZEN	NO
45	51330	MOHAWK RD. E. @ PALMER RD.	NAD	S/W	52	CITIZEN	NO
46	50250	UPP. VENTWORTH ST. @ STONE CHURCH RD. E.	NAD	N/W	49	CITIZEN	*
47	50435	UPPER GAGE AVE. @ LOCONDER DR.	NAD	S/E	49	TRINITY REPLACEMENT	NO

LEGEND:

AD - Advertising shelter
 NAD - Non Advertising shelter
 CAN - Canopy shelter
 LG - Large Advertising shelters for Downtown
 * - Under investigation
 ENCR. REQ'D - Encroachment required

18.0 TRANSIT SHELTER REQUESTS

During the course of a year numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

18.1 Analysis and Evaluation

At any given time requests for new bus shelters will be received from Councillors, passengers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process."

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown of the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation" various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined.

(a) Physical Aspects:

- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Dept. as illustrated on Figure 22

(b) Passenger Usage:

- preference should be given to a well utilized stop

(c) Route Stability:

- if the route may be realigned within the next five years any stop location that could be affected should be avoided
- if there are no foreseen route realignments and no major alignments have occurred in recent history, it is desirable

(d) Passenger Waiting Time:

- the greater the passenger waiting time between buses the better the location for a shelter
- off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service

(e) Land Use:

- as the density in the area surrounding a proposed shelter increases the better the impact of the shelter on the neighbourhood

(f) Advertising Exposure:

- the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment

summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment agreement with private property owners if a shelter is to encroach. Even though a location ranks high in the foregoing evaluation process, installation may not be possible if there is insufficient road allowance width available, and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hookups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

- (a) Hamilton Hydro
- (b) Stoney Creek Hydro
- (c) Dundas Hydro
- (d) Ancaster Hydro

FIGURE 19
ANNUAL BUS SHELTER PROGRAM
ANALYSIS & EVALUATION PROCESS

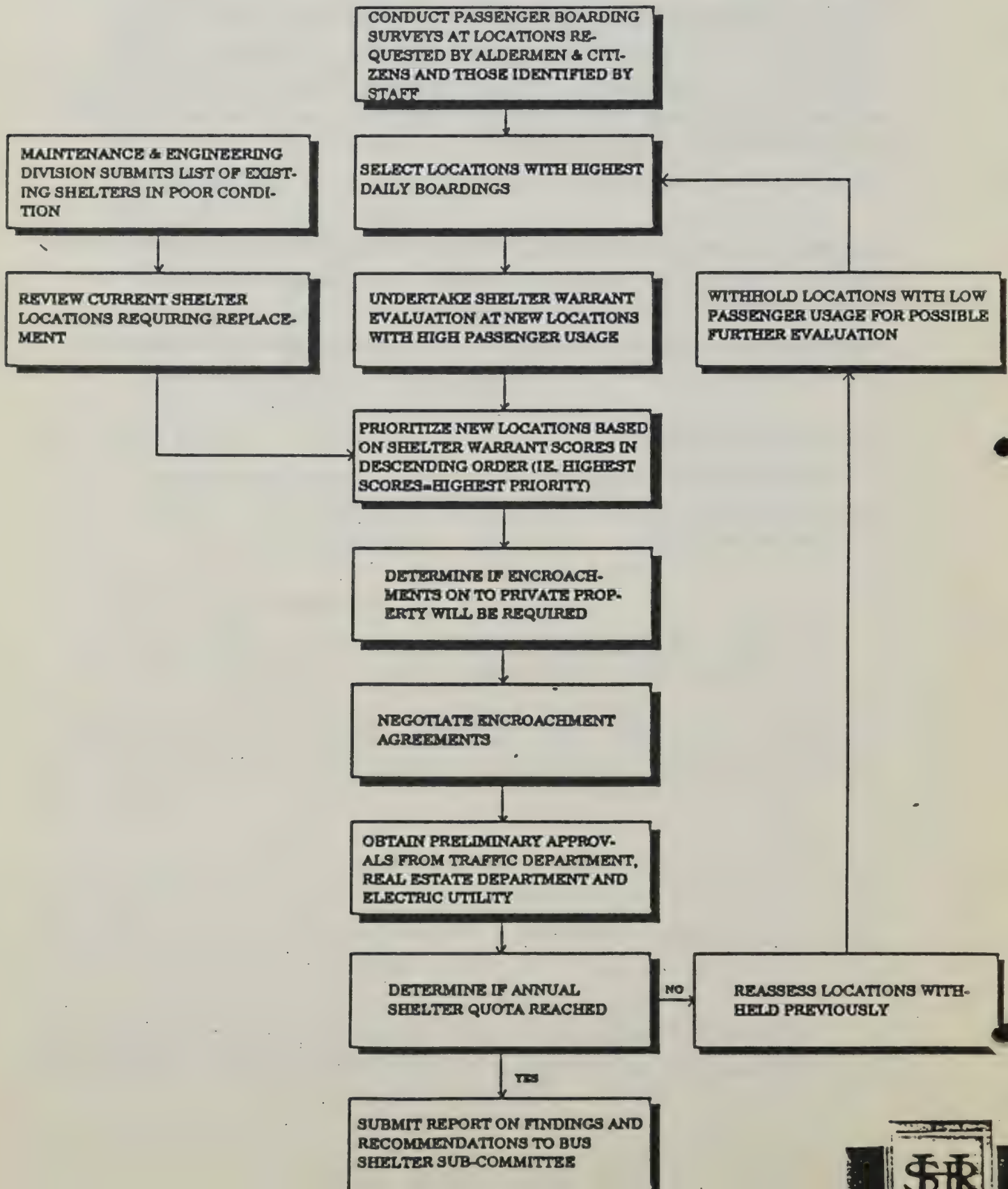


FIGURE 20
BUS SHELTER INSTALLATION WARRANTS
RELATIVE IMPORTANCE OF VARIOUS FACTORS



FACTOR	RELATIVE IMPORTANCE IN PERCENT- AGE OF TOTAL POINTS	
A. PHYSICAL ASPECTS		
EXPOSURE TO WEATHER CONDITIONS	15 %	
LIGHTING	5 %	
SIGHT DISTANCE OBSTACLE	5 %	
ALL PHYSICAL ASPECTS		25 %
B. PASSENGER USAGE		
NUMBER OF BOARDING PASSENGERS	25 %	
TOTAL USAGE		25 %
C. ROUTE STABILITY		
ROUTE CHANGES IN NEXT 3 YEARS	5 %	
YEARS ROUTE UNCHANGED	5 %	
TOTAL STABILITY		10 %
D. PASSENGER WAITING TIME		
HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS)	5 %	
HALF OF HEADWAY - OFF PEAK HOUR	15 %	
TOTAL LENGTH OF WAIT		20 %
E. LAND USE	10 %	
TOTAL LAND USE		10 %
F. ADVERTISING EXPOSURE	10 %	
MINIMUM COMB* RATING: 7,000		
RECORDED COMB RATING: _____		
*COMB - CANADIAN OUTDOOR MEASUREMENT BOARD		
TOTAL ADVERTISING EXPOSURE		10 %
TOTAL (A TO F) ALL FACTORS		100 %

FIGURE 21

HAMILTON STREET RAILWAY COMPANY - MARKETING AND CUSTOMER SERVICES GROUP
WARRANTS FOR TRANSIT SHELTER INSTALLATION



FIELD SURVEY DATE: _____ COMPLETED BY: _____ STOP #: _____
LOCATION: ON _____ SIDE _____ AT _____
CORNER: _____ ROUTE(S): _____ DIRECT.: _____ MUN.: _____

A. PHYSICAL ASPECTS

EXPOSURE TO THE WEATHER	_____	FULL (15)	AVERAGE (10)	MINIMUM (5)
STOP AREA LIGHTING	_____	GOOD (5)	POOR (0)	
SIGHT DISTANCE OBSTACLE	_____	NO (5)	YES (0)	

B. PASSENGER USAGE

		HIGH	HIGH-AVG	AVERAGE	LOW-AVG	LOW
NUMBER OF BOARDING		>100	61-100	41-60	21-40	0-20
PASSENGERS _____ PER DAY	_____	(25)	(20)	(10)	(5)	(0)

C. ROUTE STABILITY

ROUTE CHANGES IN NEXT 5 YEARS	_____	NO (5)	YES (0)
YEARS ROUTE UNCHANGED	_____	>20 (5)	20-5 (3) <5 (0)

D. PASSENGER WAITING TIME

		PEAK HOUR	OFF PEAK
		<2.0	(0) <4.0 (0)
HALF HEADWAY PEAK HOUR	_____	2.1-4.0	(1) 4.1-8.0 (3)
		4.1-6.0	(2) 8.1-12.0 (6)
HALF HEADWAY OFF PEAK	_____	6.1-8.0	(3) 12.1-16.0 (9)
		8.0-10.0	(4) 16.0-20.0 (12)
		10.1>	(5) 20.1> (15)

E. LAND USE IN NEIGHBOURHOOD

UNDEVELOPED	(0)	RETAIL	(8)
INDUSTRIAL	(5)	TRANSFER POINT	(10)
RES. SINGLE	(7)	HOSPITAL	(10)
RES. MULTI.	(8)	SENIORS HOME	(10)
SCHOOL/CHURCH	(8)	PUBLIC BLDG.	(10)

F. ADVERTISING EXPOSURE

COMB* RATING:	_____	FACING SIDE GREATER	FACING SIDE LESS
- FACING SIDE: _____		THAN 7000 (10)	THAN 7000 (0)
- NON FACING SIDE: _____			

TOTAL A. TO F. _____

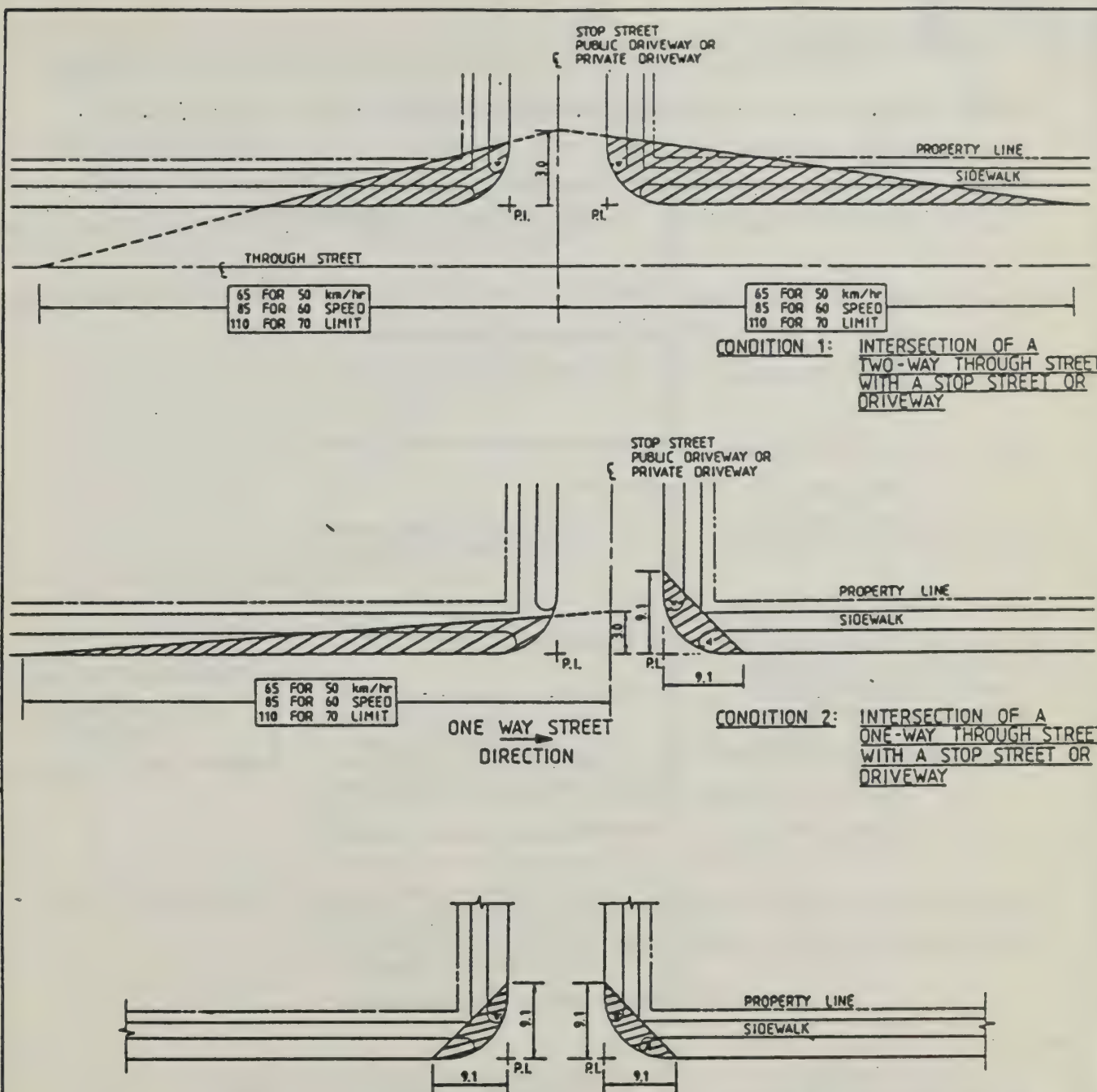
G. EASE OF IMPLEMENTATION

	CLEARANCES	YES	NO	DATE
ENCROUCHMENT REQUIRED:	HBA* ADVERTISING BENCH	_____	_____	_____
	TRAFFIC DEPARTMENT	_____	_____	_____
	REAL ESTATE DEPARTMENT	_____	_____	_____
MAJOR SITE EXCAVATION REQUIRED:	ROADS DIVISION	_____	_____	_____
	TRANSIT DIVISION	_____	_____	_____
	BUS SHELTER SUB-COMMITTEE	_____	_____	_____
EFFECT ON RESIDENTIAL AREA:	(HAMILTON)	_____	_____	_____
	AREA MUNICIPALITY	_____	_____	_____

H. OTHER CONSIDERATIONS: _____

CONCRETE LANDING PAD REQUIRED: YES _____ NO _____

JULY 28, 1988



NOTE: ALL DIMENSIONS ARE IN METRES

LEGEND:

- AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED
- STOP SIGN

0	REDRAWN FROM EXISTING DT 500, CONDITIONS 1 AND 2 REVISED	87-09-08	L.H.				
NQ	REVISION	DATE	BY	APPROVED			

NOTES	APPROVALS	CITY OF HAMILTON TRAFFIC DEPARTMENT	SCALE: N.T.S.
		<p>FIGURE 22</p> <p>STANDARD CRITERIA FOR EVALUATION OF SIGHT LINES</p>	DRAWN: L HARVEY
			CHECKED:
	THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH		DATE: 1987: 09: 08
	DIRECTOR OF TRANSPORTATION PLANNING		
	COMMISSIONER OF TRANSPORTATION		

18.2 Approval Process

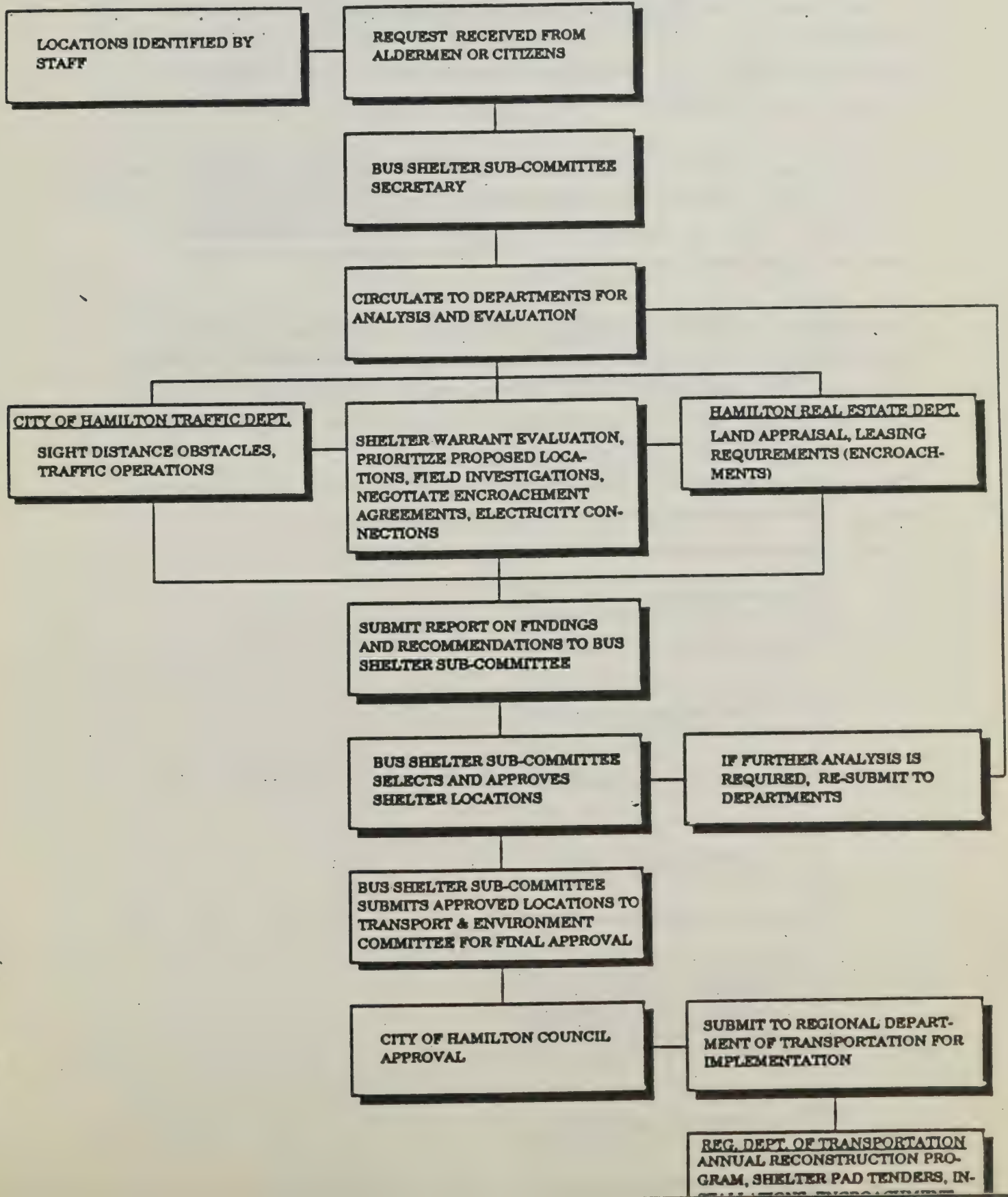
Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is located, from one of the following:

- (a) City of Hamilton
 - Transport and Environment Committee
 - City Council
- (b) City of Stoney Creek
 - Engineering Committee
 - City Council
- (c) Town of Dundas
 - Planning and Development Committee
 - Town Council
- (d) Town of Ancaster
 - Planning Department, Project Supervisor
 - Town Council

Figure 23 "Annual Bus Shelter Program Approval Process - City of Hamilton" outlines the steps involved.



FIGURE 23
ANNUAL BUS SHELTER PROGRAM APPROVAL PROCESS
CITY OF HAMILTON



18.3 Implementation Process

The tendering process to select a contractor to complete the construction of the approved locations is started immediately after receiving Council approval. Site visits with the selected contractor are undertaken to determine any possible problem areas. The process is illustrated in Figure 24 "Annual Bus Shelter Program - Implementation Process."

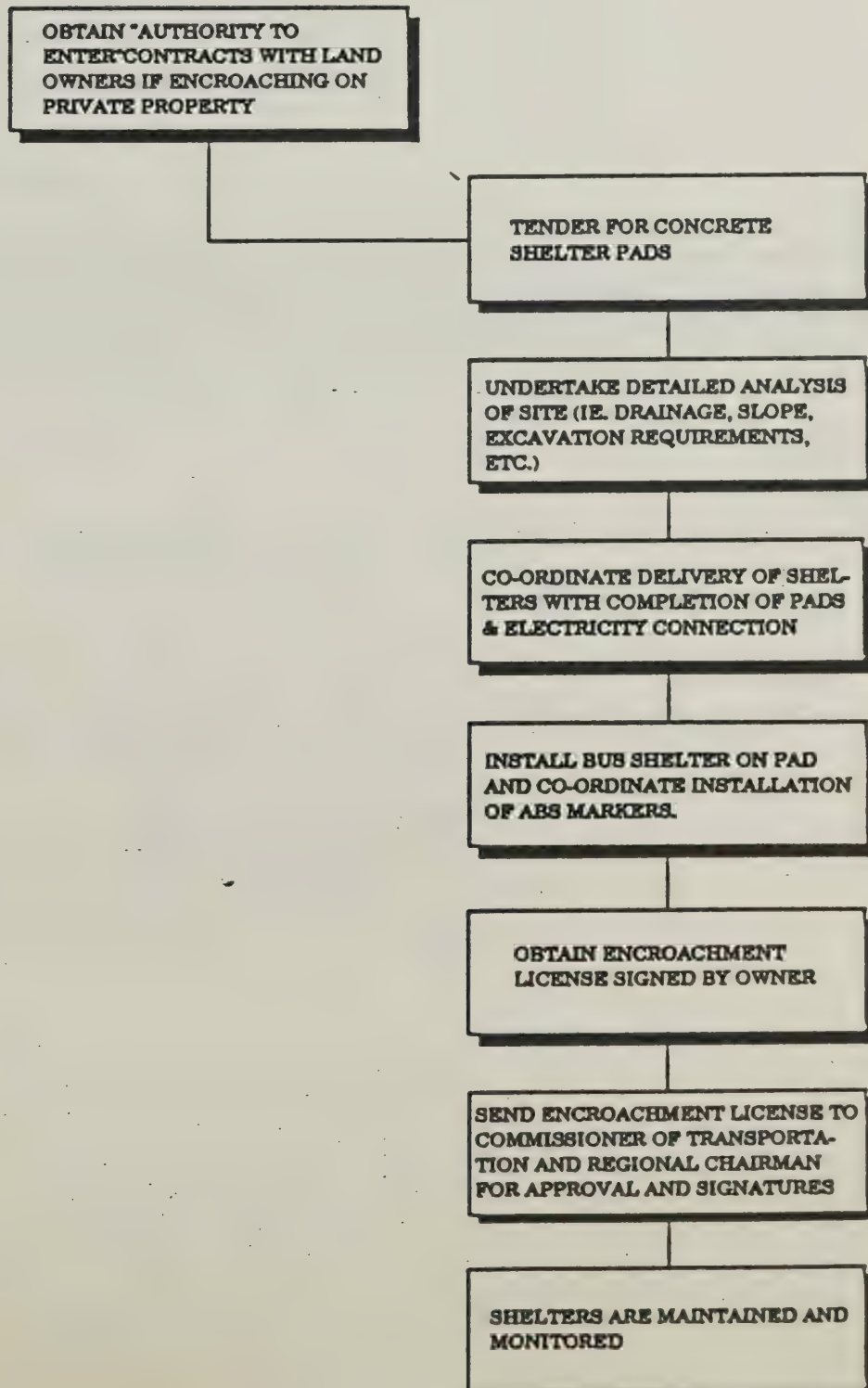
At this point the shelter locations to receive new ABS bus stop markers should be pinpointed. As part of the tender the contractor may be required to install bolts within the concrete pad for the markers.

The actual shelter structures that are supplied by the Manufacturer should be coordinated to arrive shortly after the shelter pads have been constructed. This will minimize the passenger waiting time in an unprotected environment.

The encroachment agreement is to be signed by the property owner and then forwarded to the Commissioner of Transportation for approvals and signatures.



FIGURE 24
ANNUAL BUS SHELTER PROGRAM
IMPLEMENTATION PROCESS



FOR ACTION

26(a)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

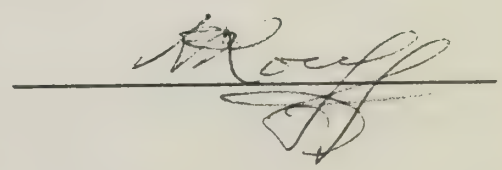
DATE: 1989 April 13
COMM FILE:
DEPT. FILE: 65-1/89.10

SUBJECT:

By-law to incorporate Part 2, Plan 62R-10237 into Sinena Avenue

RECOMMENDATION:

That City Council enact the attached by-law on May 9, 1989 in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 6(d), adopted by City Council on March 14, 1989. (Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, May 1, 1989 at 2:00 p.m.).



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 14, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

26 (b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 April 13

COMM FILE:

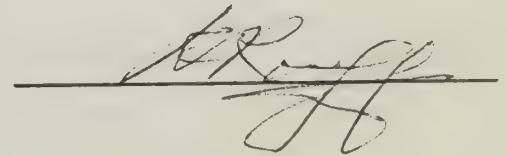
DEPT. FILE: 65-1/89.4

SUBJECT:

By-law to incorporate Part 5, Plan 62R-10239 into
Queen Victoria Drive

RECOMMENDATION:

That City Council enact the attached by-law on May 9, 1989 in accordance with the authorization contained in the 4th Report of the Transport and Environment Committee, Item 11, adopted by City Council on February 14, 1989: (Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, May 1, 1989 at 2:00 p.m.).



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on February 14, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

26ca

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 April 13
COMM FILE:
DEPT. FILE: 65-1/89.6

SUBJECT:

By-law to incorporate Parts 2, 3 and 4, Plan 62R-10239 into
Loconder Drive

RECOMMENDATION:

That City Council enact the attached by-law on May 9, 1989 in accordance with the authorization contained in the 4th Report of the Transport and Environment Committee, Item 12, adopted by City Council on February 14, 1989. (Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, May 1, 1989 at 2:00 p.m.).

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on February 14, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

26ca

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

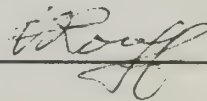
FROM: Lian Lawrence
City Solicitor's Office

DATE: 1989 April 13
COMM FILE:
DEPT FILE: 120-1.409

SUBJECT: By-law to Authorize the Entering into of an Agreement
with Laidlaw Waste Systems Ltd.

RECOMMENDATION:

That City Council enact the attached by-law on May 9, 1989, in accordance with Item 1 of the 5th Report of the Transport & Environment Committee, adopted by Council on March 8, 1988, to give effect to the Ontario Municipal Board Order dated November 10, 1988.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

LL:sr
Att.

c.c. Mr. E. C. Matthews, City Treasurer



THE CORPORATION OF THE
City Hall, 71 Main Street West, Hamilton,

Urban Municipal Collections
Public Library

1989 July 12

URBAN MUNICIPAL

JUL 17 1989

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 July 17

2:00 o'clock p.m.

Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, June 19, 1989 meeting of the Transport and Environment Committee

DIRECTOR OF PROPERTY

2. Agreement by Owner to Accept Compensation Part lands 969 Queenston Road - Burlington Centennial Developments Ltd., 546636 Ontario Limited and Vedemo Construction Limited

DIRECTOR OF PUBLIC WORKS

3. Municipal Recycling Plan and Central Administration of Municipal Waste Collection for Hamilton-Wentworth

I

MANAGER OF PURCHASING

4. Purchase of One (1) Renovator/Overseeder, Parks Division, Public Works Department
5. Supply and Delivery of Broom Stock, Central Garage

CITY SOLICITOR

6. Garbage Collection Agreement - 615 Stone Church Road East

COMMISSIONER OF ENGINEERING

7. Request for Catch Basin in a Public Unassumed Alley to the Rear of 25 Mountain Avenue
8. Proposed Reconstruction of road and sidewalks on Belview Avenue from Cannon Street to approximately 75m northerly, Crown Point West, Stipeley Neighbourhood Park
9. Proposed Construction of Concrete Sidewalks on the South Side of Barton Street from Kenora Avenue to Centennial Parkway and on the North Side of Barton Street from Nash Road to Centennial Parkway
10. Proposed Shopping Centre Development at the north-west corner of Upper Wentworth Street and Fieldway Drive in the Bruleville Neighbourhood, Hamilton
11. Discharge of Encroachment Agreement Royal Bank of Canada 18-24 James Street South, Hamilton Pedestrian Overpass Instrument No. 259208 H.L.
12. To Incorporate certain City owned lands into Astonwood Drive
13. Inadvertent Encroachment Agreements
 - (a) 205 Rosslyn Avenue South
 - (b) 129 Emerald Street South
 - (c) 377 Emerald Street North
 - (d) 177 Young Street
14. Red Hill Manor Survey #2
15. Rexford Survey (Plan 62M-455) and Rexford Heights Phase 2 Subdivisions, City of Hamilton

16. Plans of Subdivision

- (a) Plan of Subdivision for "Stoneridge Estates", Hamilton, located east of Upper Wentworth Street and south of Stone Church Road in the Butler Neighbourhood
- (b) Plan of Subdivision for "Wisemount Forest Survey - Phase 5", Hamilton, located west of Upper Kenilworth Avenue and north of Limeridge Road in the Lisgar Neighbourhood
- (c) Plan of Subdivision for "Lillian Heights - Phase 2", Hamilton located east of the Upper Gage Avenue extension south of Rymal Road East in the Broughton East Neighbourhood
- (d) Plan of Subdivision for "Randall Estates - Phase 6", Hamilton, located east of Upper Sherman Avenue and north of Stone Church Road East in the Randall Neighbourhood
- (e) Plan of Subdivision for "Silverton Avenue Subdivision", Hamilton, located west of Upper Ottawa Street north of Rymal Road in the Templemead Neighbourhood

17. Road Reconstruction - Callie Road from Viceroy Court to East 13th Street

DIRECTOR OF TRAFFIC

18. Parking Regulations

- (a) East side of Tiffany Street between Barton Street West and Stuart Street
- (b) South side of Bold Street between Bay and James Streets
- (c) East side of MacNab Street North, south of the C.N.R. Bridge
- (d) Seventh Avenue between Upper Gage Avenue and East 42nd Street
- (e) Inglewood Drive between Gloucester Drive and the Easterly End
- (f) Kingsway Drive between John Street South and Arkledun Avenue

19. Intersection Control

- (a) Barnstown Neighbourhood - Traffic Control
- (b) Rockway Court and Parkwood Crescent
- (c) Southpark Avenue and Randolph Court
- (d) East 23rd Street and Brucedale Avenue East
- (e) Clinton Street and Ruth Street

- (f) Sandalwood Avenue and Kingslea Drive
- (g) Cumberland, Sanford and Rutherford Intersection - Alderman Hinkley
- 20. Pedestrian crossings on Britannia Avenue in the vicinity of Andrew Warburton Park
- 21. Building at No. 157 Bold Street - Application for a Time Limit Exemption Permit
- 22. North side of Morningside Drive, east of Princeton Drive - Extension of Corner Clearance
- 23. Melvin Avenue between Osborne Street and Talbot Street - Bus Stop Addition and Elimination
- 24. Skateboards on Public Highways and Sidewalks in the City of Hamilton
- 25. Lottridge Street, South of Case Street - Corner clearance
- 26. 15 Roseland Avenue - Request for Reserved Permit Parking Space for a Handicapped Resident
- 27. No. 89 Robinson Street - Discharge of Residential Boulevard Parking Agreement
- 28. No. 98 Hess Street South - Discharge of Residential Boulevard Parking Agreement
- 29. Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations
- 30. Intersection of Whitney Avenue and Emerson Street - Removal of School Traffic Officer/Parking Regulations
- 31. Request for a School Bus Loading Zone
 - (a) South side of Broker Drive, west of Kingslea Drive
 - (b) North side of Ravenbury Drive, west of Ranwood Court
- 32. Front Yard Parking
 - (a) Fairleigh Crescent
 - (b) Elm Street

DELEGATIONS

33. Proposed East/West Alley Closure - First South of Barton Street East from Kensington Avenue North to 18.45m East
34. Level Crossings: Mt. Albion Road, Greenhill Road, and Quigley Road

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3.	Bench Advertising	June 19/89	Referred to Urban Design Committee	

Monday, 1989 June 19
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman J. Smith
Alderman D. Ross
Alderman D. Agostino

Regrets: Alderman D. Drury

Also present: Alderman F. Lombardo
Alderman G. Copps
Alderman M. Kiss
Alderman T. Murray
Miss Wilson, Board of Education
Mr. J. Pavelka, Director of Public Works
Mr. M. Main, Director of Traffic Services
Mr. T. Gill, Regional Engineering Department
Mr. C. Van Berkel, Regional Engineering Dept.
Mr. M. Watson, Property Department
Mr. D. Vyce, Director of Property
Mr. T. Bradley, Manager of Purchasing
Mr. B. Loreto, City Solicitor's Department
Mr. V. Terluk, Regional Engineering Department
Mr. D. Lobo, Public Works Department
Mr. R. Prowse, Secretary
Miss C. Coutts, Acting Secretary

Minutes of the Meeting held 1989 May 01, were amended by including the regrets of Alderman J. Smith as he was on Civic Business. The minutes were adopted as amended.

Adoption of Minutes

The Committee was in receipt of a report dated 1989 May 16 from the Director of Property respecting the Sale of a 1' Reserve on Butler Drive to Adisco Limited. The Committee approved the following recommendation:

Sale of a 1' Reserve on Butler Drive

That an Offer to Purchase executed by Mr. A. DiSilvestro, President of Adisco Limited on May 11, 1989 and scheduled to close on August 21, 1989 for the purchase of a one (1) foot reserve along the northerly limit of Butler Drive be approved and completed. This Offer to Purchase is subject to conditions as set out in Schedule "A" of the agreement.

NOTE: The subject parcel of land has a frontage along the northerly limit of Butler Drive, and along the westerly limit of Acadia Drive, containing 576.96 square feet (53.6 square metres) and is shown as Part 2 on attached copy of a plan prepared by MacKay, MacKay and Peters. The purchase price of \$40 500 is to be credited to Account No. RF 45001 25207. A certified deposit cheque in the amount of \$4 000 is being held by the City Treasurer pending approval of this transaction.

The Committee was in receipt of a report dated 1989 June 12 from the Director of Property respecting the Sale of a 1' Reserve on Mall Road to the Upper Wentworth Medical Centre Holdings Limited. The Committee approved the following recommendation:

Sale of a 1' Reserve on Mall Road

That an Offer to Purchase a 1' Reserve along the westerly limit of Mall Road, executed by Dr. Stanley Yu, President of Upper Wentworth Medical Centre Holdings Ltd. on May 31, 1989 and scheduled for closing on August 21, 1989, be approved and completed.

NOTE: The subject parcel has a frontage along the westerly limit of Mall Road of 107.47 feet (32.76 metres) by a depth of one foot (.31 metres) shown as Part 3 on attached copy of Plan 62R-8041 Surveys. The purchase price of \$18 224.22, subject to adjustments per Southam Construction Cost Index, as outlined in Schedule "A" of the agreement is to be credited to Accounts 31204-041 (Sanitary Sewer Reserve) and 31206-041 (Storm Sewer Reserve). A certified deposit cheque in the amount of \$1 800 is being held by the City Treasurer pending approval of this transaction.

Lease of Land at rear
of 1 Arkledun Avenue

The Committee was in receipt of a report dated 1989 May 16 from the Director of Property respecting the leasing of land at the rear of 1 Arkledun Avenue to Mr. William R. Hodgkiss. The Committee approved the following recommendation:

- (a) That the City enter into a lease with William R. Hodgkiss for 300 square feet more or less of vacant land at the rear of 1 Arkledun Avenue for a period of one year commencing August 1, 1989 at an annual rental of \$100 plus taxes (estimated to be \$35.64). The revenue from this rental is to be credited to Account No. CH44104 31106.

It is understood and agreed that

- i. upon approval of this lease, the lessee agrees to enter into a Boulevard Parking Agreement with the Traffic Department, thereby giving the lessee sufficient space to use the area between the travelled roadway and his property line, for parking purposes,
 - ii. the lessee agrees to hard surface with asphalt or concrete the entire parcel being leased, including that portion of the road allowance being used for parking, to the satisfaction of the Director of Traffic Services.
- (b) That the City Solicitor be directed to prepare the necessary agreements to finalize this transaction.

Commerce Place Phase
II - Lease of Road
Allowance on
MacNab Street

The Committee was in receipt of a report dated 1989 May 26 from the Director of Property respecting Commerce Place Phase II - Lease of Road Allowance on MacNab Street - Subsurface Rights for Parking and Areaway purposes. The Committee approved the following recommendation:

That the lease of the MacNab Street South road allowance to Dominion Realty Limited, as described in Item 1 of the 8th Report of the Transport and Environment Committee, adopted by City Council on April 11, 1989 be amended as follows:

- (a) to provide for a renewal of the lease of successive twenty (20) year periods after the initial twenty (20) year lease and that the lease be tied into or commensurate with the term or life of the Tunnel Access Easement Agreement.
- (b) that the annual rental fee to be charged to the Lessee for the lease of the road allowance lands of MacNab Street during any renewal period be at full market rates prevalent throughout the renewal period and to be negotiated at the time of renewal, subject to any dispute as to the market rental rate at the time of renewal being decided pursuant to the provisions of The Ontario Arbitrations Act, Chapter 25, R.S.O., 1980.

The Committee was in receipt of a report dated 1989 April 28 from the Director of Property respecting a Land Titles Application for a 1' Reserve on Beaverton Drive from Millen Construction Limited. The Committee approved the following recommendation:

That Millen Construction Ltd. be authorized to include the City owned 1' Reserve, located along the south side of Beaverton Drive and the east side of Acadia Drive, in their application for registration of their own land into the Land Title System.

NOTE: The subject reserve is known as Part 2 on Reference Plan H-H649.

The Committee was in receipt of a report dated 1989 May 10 from the Director of Public Works respecting the paving of Boulevards in Commercial Areas. The Committee approved the following recommendation:

That in commercial areas, whenever municipal sidewalks are being reconstructed, boulevards should be reinstated in concrete.

The Committee was in receipt of a report dated 1989 May 30 from the Director of Public Works respecting a Contract for Delivery of Potable Water. The Committee approved the following recommendation:

That deliberation on a contract for delivery of potable water be tabled until the Director of Public Works has had an opportunity to discuss this matter with area residents and the Ward Aldermen.

The Committee was in receipt of a report dated 1989 June 14 from the Director of Public Works respecting Municipal Recycling Plans for Hamilton-Wentworth. The Committee approved the following recommendation:

That the Region of Hamilton-Wentworth's Engineering Services Committee be advised that the comments and suggestions that they requested with respect to the "Municipal Recycling Plan for Hamilton-Wentworth" will be presented to the Transport and Environment Committee at its meeting on July 17, 1989, and then forwarded to City Council on July 25, 1989.

The Committee was in receipt of a report dated 1989 June 6 from the Manager of Purchasing respecting the Purchase of One (1) Cold Planer for the Central Garage. The Committee approved the following recommendation:

That a purchase order be issued to Dan Greer Enterprises, Burlington, in the amount of \$32 369.76 for the purchase of One (1) Cold Planer, Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of two (2) tenders received. Funds provided in Streets Equipment-concrete Grinder-Capital Budget Account No. CP5503-608951002.

Land Titles Appl.
for a 1' Reserve on
Beaverton Drive

Paving of Boulevards
in Commercial Areas

Contract for Delivery
of Potable Water

Municipal Recycling
Plans for Hamilton-
Wentworth

Purchase of One Cold
Planer for the Central
Garage

Supply & Installation
of two Precast Concrete
Buildings for the
Public Works Dept.

The Committee was in receipt of a report dated 1989 June 5 from the Manager of Purchasing respecting the Supply and Installation of two (2) Precast Concrete Buildings for the Public Works Department. The Committee approved the following recommendation:

That a purchase order be issued to W.E. Wilkinson Limited, Hamilton, in the amount of \$11 897.28 for the supply and installation of two (2) Precast concrete Buildings, Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender:

NOTE: Lowest of three (3) tenders received. Funds provided in Emergency Measures Account No. CH56103 60015.

These buildings are required for Emergency Measures. As the delivery/completion time is 6 weeks and the next meeting of Council is June 27, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

Labour & Equipment
Rental for Public
Works Dept.

The Committee was in receipt of a report dated 1989 June 12 from the Manager of Purchasing respecting Labour and Equipment Rental for the Public Works Department. The Committee approved the following recommendation:

- (a) That purchase orders be issued for Labour and Equipment Rental, Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders attached hereto as Schedule "A".
- (b) That the term of the agreement be to December 31, 1989, with an option in favour of the City to extend for an additional two one (1) year terms ending November 30, 1991.

Final Release of a
Holdback Request

The Committee was in receipt of a report dated 1989 May 15 from the City Treasurer respecting the Final Release of a Holdback Request. The Committee approved the following recommendation:

That total holdback in the amount of \$13 566.60 be released to Bulk Store Structures Limited for the completion of the contract, P.O. 28075, for the construction of two Salt Domes pending receipt by the Treasury of the Standard Release Forms from the contractor and City Solicitor's Department.

Applications by
Canadian Pacific Ltd.
to Abandon Railway
Line Operations

The Committee was in receipt of a report dated 1989 May 24 from the City Solicitor respecting Applications by Canadian Pacific Limited to National Transportation Agency to Abandon Railway Line Operations from Hamilton and Brantford and Brantford and Simcoe. The Committee approved the following recommendation:

- (a) That the City not proceed any further with legal action respecting National Transportation Agency's decision on Canadian Pacific proposed abandonment application
- (b) That Staff undertake to determine and monitor the level of freight service in an effort to preserve the same in the future.

The Committee was in receipt of a report dated 1989 June 6 from the Commissioner of Engineering respecting proposed construction of pedestrian paths on Upper Sherman Avenue, Kingsberry Street and Acadia Drive. The Committee approved the following recommendation:

- (a) That the Director of Public Works be authorized and directed to construct:
- i. A 1.5m wide asphalt path on the west side of Upper Sherman Avenue between Limeridge Road and the north end of the existing sidewalk south of Limeridge Road at an estimated cost of \$5 000.
 - ii. A 1.5m wide stone path to connect Kingsberry Street with Carson Drive at an estimated cost of \$1 800.
 - iii. A 1.5m wide stone path on the south side of Acadia Drive from Upper Sherman Avenue to the north-south leg of Acadia Drive, at an estimated cost of \$7 000.
- (b) That the cost of this work be financed from the Paths and Walkways Account No. CH57410-52015.

The Committee was in receipt of a report dated 1989 May 25 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Fusilier Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 74, Plan 62R-577 into Fusilier Drive.

The Committee was in receipt of a report dated 1989 May 25 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Dragoon Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 75, Plan 62R-577 into Dragoon Drive.

The Committee was in receipt of a report dated 1989 May 25 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Corsica Court. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 73, Plan 62R-577 into Corsica Court.

Alderman D. Agostino declared a conflict of interest as his parents have recently purchased a home in that area.

The Committee was in receipt of a report dated 1989 June 7 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Mount Pleasant Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate the most southerly 137.21m of Part 2, Plan 62R-9557 into Mount Pleasant Drive.

Proposed Construction of Pedestrian Paths on Upper Sherman Ave., Kingsberry Street, & Acadia Drive

Incorporation of Certain City Owned Lands into Fusilier Dr.

Incorporation of Certain City Owned Lands into Dragoon Dr.

Incorporation of Certain City Owned Lands into Corsica Crt.

Incorporation of Certain City Owned Lands into Mount Pleasant Drive

Incorporation of
Certain City Owned
Lands into
Brigade Drive

The Committee was in receipt of a report dated 1989 May 25 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Brigade Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate the remainder of Block 146, Plan 62M-502 being that portion lying between the production easterly of the southern limit of Lot 51 and the production easterly of the northern limit of Lot 50, Plan 62M-502, into Brigade Drive.

The Committee was in receipt of a report dated 1989 June 2 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Brigade Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 70, Plan 62M-577 into Brigade Drive.

The Committee was in receipt of a report dated 1989 June 2 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Brigade Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 123, Plan 62M-516 into Brigade Drive.

Incorporation of
Certain City Owned
Lands into
Ruby Street

The Committee was in receipt of a report dated 1989 June 2 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Ruby Street. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate part of Block 90, Plan 62M-488 into Ruby Street, said part being Part 2 on Reference Plan 62R-10245.

Incorporation of
Certain City Owned
Lands into
Rushdale Drive

The Committee was in receipt of a report dated 1989 June 2 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Rushdale Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 113, Plan 62M-528 into Rushdale Drive.

Incorporation of
Certain City Owned
Lands into
Templemead Drive

The Committee was in receipt of a report dated 1989 June 7 from the Commissioner of Engineering respecting the Incorporation of Certain City owned lands into Templemead Drive. The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Parts 3, 4, and 5, Plan 62R-9557 into Templemead Drive.

The Committee was in receipt of a report dated 1989 April 12 from the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement for 568 Beach Road. The Committee approved the following recommendation:

Inadvertent Encroachment for 568 Beach Rd.

That the application of Bruce A. Mowat, Solicitor, on behalf of the present owner of 568 Beach Road to retain the inadvertent encroachment on Conrad Avenue consisting of a Quonset Building measuring 1.04m (3.3') x 9.14m (30.0'); an insulbrick Building measuring 1.04m (3.3') x 5.18m (17.0') be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.

The Committee was in receipt of a report dated 1989 May 26 from the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement for 355/357 MacNab Street North. The Committee approved the following recommendation:

Inadvertent Encroachment Agreement for 355/357 MacNab St.N.

That the application of Mr. Mark Alldis on behalf of the present owner of 355/357 MacNab Street North, to retain the inadvertent encroachment consisting of wooden steps measuring 0.62m (2.05') x 4.88 (16') be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.

The Committee was in receipt of a report dated 1989 June 6 from the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement for 104 Britannia Avenue. The Committee approved the following recommendation:

Inadvertent Encroachment Agreement for 104 Britannia Avenue.

That the application of Diane Montour the present owner of 104 Britannia Avenue to retain the inadvertent encroachment consisting of porch and house eaves, measuring 10.36m (34') x 0.4m (1.30') and .24m (.79') x 9.14m (30') be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.

Inadvertent Encroachment Agreement for North Side of Beach Road West of Grenfell Street

The Committee was in receipt of a report dated 1989 June 8 from the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement on the North Side of Beach Road West of Grenfell Street and Discharge of the Existing Agreement. The Committee approved the following recommendation:

That the application of Martin & Martin, Solicitors, on behalf of Dofasco Inc. to enter into a fence encroachment agreement for the property on the north side of Beach Road west of Grenfell Street measuring 249.58' x 6.16' and 2,108' x 11.3' and to discharge the Encroachment Agreement registered as Instrument No. 7008 CD on January 8, 1976, be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a 1989 fee of \$3 485.56 and subsequent annual fee of \$3 360.56 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.
- (d) That the discharge is prepared to the satisfaction of the City Solicitor.
- (e) That a fee of \$26 be charged to the applicant for registration of the discharge.
- (f) That the appropriate City signing officials be authorized to execute the documents in relation to the discharge.

Temporary Street Closure on Mulberry Street

The Committee was in receipt of a report dated 1989 June 7 from the Commissioner of Engineering respecting the Temporary Street Closure on Mulberry Street for a Religious Festival to be held by the Lusíadas Culture and Sport Club on Sunday, 1989 June 25, 1989 (10:30 a.m. to 2:30 p.m.). The Committee approved the following recommendation:

That the action of the Commissioner of Engineering in approving the application of Antonio Rodrigues, agent on behalf of the Lusíadas Culture and Sports Club to temporarily close a portion of Mulberry Street from James Street North to the westerly limits of the Lusíadas parking lot (approximately 60') on Sunday, June 25, 1989 from 10:30 a.m. until 2:30 p.m., be approved during the pleasure of City Council, provided:

- (a) That the organizing group provide proof of \$1 000 000 public liability insurance naming the City and Regional Municipality of Hamilton-Wentworth as added insured parties with a provision for cross liability to save the City and Region harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss, and forward it to the Commissioner of Engineering before the event.
- (b) That clean-up will be carried out immediately following the event and at the expense of the organizing group.
- (c) That the Traffic Department be directed to post advance signing directing vehicles to the municipal parking lot on Mulberry Street.
- (d) That all barricading will be subject to the direction of the Regional Police Department, and at no cost to the City and/or Region.

The Committee was in receipt of a report dated 1989 May 15 from the Commissioner of Engineering respecting a Temporary Street Closure for a Boy Scouts Parade to be held on Saturday, May 27, 1989 from 8:30 a.m. to 11:30 a.m. The Committee approved the following recommendation:

Temporary Street
Closure for Boy
Scouts Parade

- (a) That the action of the Commissioner of Engineering in consenting to the application of Staff Inspector W. Ireson on behalf of the Boy Scouts of Canada to close the following City Street from 8:30 a.m. to 11:30 a.m. on Saturday, May 27, 1989 in order that The Boy Scouts of Canada may hold a Parade on MacNab Street South between Main Street and King Street be approved.
- (b) That the closure be approved during the pleasure of City Council provided:
 - i. That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
 - ii. That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
 - iii. That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
 - iv. That the applicant provide proof of \$1 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
 - v. That the applicant reimburse the Regional Police Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event;
 - vi. That no property owner or resident within the barricaded area be denied access to their property if requested.

The Committee was in receipt of a report dated 1989 June 9 from the Commissioner of Engineering respecting the Decontamination of PCB Contaminated Transformer Oil by Sanexen International Incorporated. The Committee approved the following recommendation:

Decontamination of PCB
Contaminated
Transformer Oil

That the local Approvals Branch of the Ministry of the Environment be informed that:

- (a) The City of Hamilton has no objection to Sanexen International carrying out the decontamination of low PCB level contaminated oil for Stelco at their properties at 386 Wilcox Street and 799 Parkdale Avenue North.
- (b) No specific City of Hamilton or Region of Hamilton-Wentworth permits are required for the work.
- (c) If provision has not been made by the Ministry of the Environment to advise the area residents of the proposed work that Sanexen International will be expected to undertake the necessary notifications.

- (d) The necessary notification period be waived so that the proposed work can be carried out on schedule.

Plan of Subdivision
for Bar-Brock Estates
Phase 1 and 2

The Committee was in receipt of a report dated 1989 May 16 from the Commissioner of Engineering respecting a Plan of Subdivision for Bar-Brock Estates - Phase 1 and 2, Hamilton, located east of Eleanor Avenue and north of Rymal Road in the Eleanor Neighbourhood. The Committee approved the following recommendation:

- (a) That the submitted schedules for the estimated cost of services in "BAR-BROCK ESTATES - PHASE 1 and 2", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Eleanor Avenue and north of Rymal Road in the Eleanor Neighbourhood. The total estimated cost of services for this development is \$423 404.95.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owner, Queensdale Homes Ltd. (Frank Silvestri, President).
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share of the cost of services for the development (\$145 472.19) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (f) That the City Solicitor be directed to prepare a By-law for the stopping up and closing of the Eleanor Avenue road allowance, from Rymal Road to the southerly limit of Alma Avenue.
- (g) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;
- (h) That the Regional Surveyor be directed to prepare and register a Reference Plan indicating the lands on Eleanor Avenue which are to be closed.
- (i) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and
- (j) That the City Solicitor make application to the Ministry of Housing under Section 443(8) of The Municipal Act for approval of the By-Law.
- (k) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Block "67" on Plan 62M-556, as part of the Presidio Drive road allowance. The said By-Law is to be registered following the registration of the Final Plan for Bar-Brock Estates - Phase 1.
- (l) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Part 7, on Plan 62R- 7802, as part of the Eva Street road allowance. The said By-Law is to be registered following the registration of the Final Plan for Bar-Brock Estates - Phase 2.

- (m) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Parcel "B" on Registered Plan No. 1007, as part of the Alma Avenue Road allowance. The said By-Law is to be registered following the registration of the Final Plan for Bar-Brock Estates - Phase 2.

The Committee was in receipt of a report dated 1989 May 12 from the Commissioner of Engineering respecting a Plan of Subdivision for Rexford Heights - Phase 2, Hamilton, located east of Upper Sherman Avenue and South of the proposed East-West Freeway in the Randall Neighbourhood. The Committee approved the following recommendation:

Plan of Subdivision
for Rexford Heights -
Phase 2

- (a) That the submitted schedules for the estimated cost of services in "Rexford Heights - Phase 2", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Sherman Avenue and south of the proposed East-West Freeway in the Randall Neighbourhood. The total estimated cost of services for this development is \$218 032.81.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Symroy Corporation Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered..
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share of the cost of services for the development (\$56 557) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (f) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to:
- i. incorporate the 0.3m reserve, Block 34, on Plan 62M-478, into the Rexford Drive road allowance after the plan of Subdivision for "Rexford Heights - Phase 2" has been registered,
 - ii. incorporate the 0.3m reserves, Blocks 16 and 17 on Plan 62M-455, into the Rexford Drive road allowance, after the Plan of Subdivision for "Rexford Heights - Phase 2" has been registered,
 - iii. incorporate the 0.3m reserves, Blocks 18 and 19, on Plan 62M-455, into the Robson Crescent road allowance after the Plan of Subdivision for "Rexford Heights - Phase 2" has been registered.
- (g) That the City Subdivision Agreement includes the necessary provision which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-Law and Council Policy.

Plan of Subdivision
for Bartonville Crt.

The Committee was in receipt of a report dated 1989 June 5 from the Commissioner of Engineering respecting a Plan of Subdivision for Bartonville Court located east of Kenilworth Avenue and North of King Street in the Bartonville Neighbourhood. The Committee approved the following recommendation:

- (a) That the submitted schedules for the estimated cost of services in "Bartonville Court", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement. These lands are located east of Kenilworth Avenue and north of King Street in the Bartonville Neighbourhood.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Miraleto Holdings Ltd.
- (c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

Plan of Subdivision
for Templemead No.2
Survey - Phase 7

The Committee was in receipt of a report dated 1989 June 12 from the Commissioner of Engineering respecting a Plan of Subdivision for Templemead No. 2 Survey - Phase 7, Hamilton, located West of Upper Ottawa Street and North of Rymal Road in the Templemead Neighbourhood. The Committee approved the following recommendation:

- (a) That the submitted schedules for the estimated cost of services in "Templemead No. 2 Survey - Phase 7", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood. The total estimated cost of services for this development is \$272 445.25.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Toscani Development Ltd.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to:
 - i. incorporate the 0.3m reserve, Block 44, on Plan 62M-560, into the Independence Drive road allowance after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered,
 - ii. incorporate the 0.3m reserve, Block 26 on Plan 62M-539, into the Ironwood Crescent road allowance, after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered,

- iii. incorporate that portion of Block 43, Plan 62M-560 which abuts the frontage of Lot 30, Templemead No. 2 Survey - Phase 7, into the Independence Drive road allowance after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered.
 - iv. incorporate that portion of Part 2, Plan 62R-9557, which extends from the north limit of the flankage of Lot 17 to the south limit of the flankage of Lot 18, including that portion which abuts the westerly end of Independence Drive, into the Mount Pleasant Drive road allowance after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered.
- (f) That the City Subdivision Agreement include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-law and Council policy.

The Committee was in receipt of a report dated 1989 June 8 from the Commissioner of Engineering respecting an Application for a Certificate of Approval for a Waste Disposal Site by Philip Enterprises Inc. The Committee approved the following recommendation:

Appl. for Approval
of Waste Disposal
Site

- (a) That the Ministry of the Environment be informed that the City of Hamilton does not object to Philip Enterprises Inc. request for an amendment to their certificate of approval for receiving and processing various wastes which may originate from outside our Regional boundaries, provided that their facilities comply fully with all applicable Ministry of the Environment, City of Hamilton and Regional regulations.
- (b) That the Ministry be informed that the City of Hamilton does not believe that a hearing is necessary to assess the Philip Enterprises application to amend their existing Certificate of Approval.

Alderman V. Agro declared a conflict of interest as he is employed by this consulting firm.

The Committee was in receipt of a report dated 1989 June 12 from the Commissioner of Engineering respecting an Application for a Certificate of Approval to carry out Household Hazardous Waste Disposal Programmes by Philip Enterprises Inc. The Committee approved the following recommendation:

Appl. for Approval to
Carry Out Household
Hazardous Waste
Disposal Programmes

- (a) That the Ministry of the Environment be informed that the City of Hamilton supports the application by Philip Enterprises Inc. for a Certificate of Approval to operate a Household Hazardous Waste Disposal facility on behalf of the Region, at their 237 Brant Street Site in Hamilton, provided that Philip Enterprises Inc. complies with all the regulations normally associated with household hazardous waste disposal activities.
- (b) That the City of Hamilton does not require a hearing if the approval is granted for a temporary facility. However, if Philip Enterprises Inc. applies for a permanent facility, the City of Hamilton would wish to review their proposal in greater detail, including assessment of a need for a hearing.

Alderman V. Agro declared a conflict of interest as he is employed by this consulting firm.

Request for a
Visual Barrier on
Strawberry Drive

The Committee was in receipt of a report dated 1989 June 8, from the Commissioner of Engineering respecting a request for a Visual Barrier on Strawberry Drive at the Alpine Hotel. The Committee approved the following recommendation:

That this item be tabled pending a meeting of the owners with Alderman Agostino.

Discharge of a
Residential Blvd.
Parking Agreement
for 14 Merchison Ave.

The Committee was in receipt of a report dated 1989 May 10 from the Director of Traffic Services respecting the Discharge of a Residential Boulevard Parking Agreement for 14 Merchison Avenue. The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement between the City and George Faulkner, registered as Instrument No. 490418 C.D. to the property at No. 14 Merchison Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the property owner be authorized to execute a revised residential boulevard parking agreement.

Discharge of a
Residential Blvd.
Parking Agreement
for 109 Ontario Ave.

The Committee was in receipt of a report dated 1989 May 16 from the Director of Traffic Services respecting a Discharge of Residential Boulevard Parking Agreement for 109 Ontario Avenue. The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement between the City and Mr. Marco D. Coccia, registered as Instrument No. 501128 C.D. to the property at 109 Ontario Avenue, be discharged at the property owner's expense; and
- (b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.

Appl. to Lease a
Portion of the
Boulevard of
Robinson Street

The Committee was in receipt of a report dated 1989 May 11 from the Director of Traffic Services respecting an Application to lease a portion of the Boulevard of Robinson Street adjacent to 194 James Street South. The Committee approved the following recommendation:

That the application of Karen Mechar on behalf of the Metropolitan Hamilton Real Estate Board to lease a portion of the boulevard of Robinson Street adjacent to No. 194 James Street South be approved provided that:

- (a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$50 per year) plus taxes, if any, in addition to the \$10 encroachment insurance charge approved by the City Council on 1984 February 14.
- (b) the owner pays a one-time \$25 registration fee, as approved by the City Council on 1986 January 14.
- (c) the owner pays a one-time \$150 processing fee, as approved by the City Council on 1988 January 12.
- (d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

- (e) the parking area and other structures as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- (f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

The Committee was in receipt of a report dated 1989 May 9 from the Director of Traffic Services respecting the Discharge of Boulevard Parking Agreement on Newton Avenue adjacent to 1059 King Street West. The Committee approved the following recommendation:

- (a) That the existing commercial boulevard parking agreement between the City and John and Andreas Mouskos, registered as Instrument No. 83835 C.D. to the property at No. 1059 King Street West, be discharged, at the property owner's expense, following the removal of the driveway approach ramp on Newton Avenue at the property owner's expense; and
- (b) That in the event that landscaping is installed on the boulevard, the landscaping be to the satisfaction of the Commissioner of Engineering; and
- (c) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.

As an added item Alderman F. Lombardo appeared before the Committee to discuss the number of traffic accidents that occur at railway crossing on Quigley Road. The Committee was informed by the Regional Engineering Department that a report will be forthcoming at the next meeting and that a representative of the National Transportation Agency have been contacted and will be present at the next meeting.

The Committee was in receipt of a report dated 1989 May 4 from the Director of Traffic Services respecting Intersection Control at the Intersections of Summercrest Drive and Marcella Crescent. The Committee approved the following recommendation:

- (a) That a stop sign be erected to control northbound traffic on Marcella Crescent at Summercrest Drive; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee was in receipt of a report dated 1989 May 10 from the Director of Traffic Services respecting Intersection Control at the Intersections of Acadia Drive and Twin Crescent and Acadia Drive and Ridgemount Drive. The Committee approved the following recommendation:

- (a) That a stop sign be erected to control northbound traffic on Twin Crescent at Acadia Drive; and
- (b) That a stop be erected to control southbound traffic on Ridgemount Drive at Acadia Drive; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Discharge of Blvd.
Parking Agreement on
Newton Avenue

Railway Crossing on
Quigley Road

Intersection Control -
Summercrest Drive and
Marcella Crescent

Intersection Control -
Acadia Drive and Twin
Crescent; and
Acadia Drive and
Ridgemount Drive

Intersection Control
Gosford Drive and
Gilcrest Street

The Committee was in receipt of a report dated 1989 May 16 from the Director of Traffic Services respecting Intersection Control at the Intersection of Gosford Drive and Gilcrest Street. The Committee approved the following recommendation:

- (a) That a stop sign be erected to control westbound traffic on Gosford Drive at Gilcrest Street; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Intersection Control
Sunninghill Ave. and
East 43rd Street

The Committee was in receipt of a report dated 1989 May 19 from the Director of Traffic Services respecting Intersection Control at the Intersection of Sunninghill Avenue and East 43rd Street. The Committee approved the following recommendation:

That no action be taken on the request for all-way stop control at the intersection of Sunninghill Avenue and East 43rd Street.

Intersection Control
Catharine St. S. and
Hunter St. E.

The Committee was in receipt of a report dated 1989 May 26 from the Director of Traffic Services respecting Intersection Control at the Intersection of Catharine Street South and Hunter Street East. The Committee approved the following recommendation:

- (a) That traffic signal control be implemented at the intersection of Catharine Street South and Hunter Street East.
- (b) That City Traffic By-law 89-72 be amended accordingly.

Intersection Control
Hunter St. E. and
Walnut St. S.

The Committee was in receipt of a report dated 1989 June 9 from the Director of Traffic Services respecting Intersection Control at the Intersection of Hunter Street East and Walnut Street South. The Committee approved the following recommendation:

That no action be taken on the request for three-way stop control at the intersection of Hunter Street East and Walnut Street South.

Intersection Control
Pottruff Road and
Robroy Avenue

The Committee was in receipt of a report dated 1989 May 31 from the Director of Traffic Services respecting Intersection Control at the Intersection of Pottruff Road and Robroy Avenue. The Committee approved the following recommendation:

- (a) That all-way stop control be implemented at the intersection of Pottruff Road and Robroy Avenue; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Intersection Control
Rockingham Drive and
Parkwood Crescent

The Committee was in receipt of a report dated 1989 June 7 from the Director of Traffic Services respecting Intersection Control at the Intersection of Rockingham Drive and Parkwood Crescent. The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Rockingham Drive and Parkwood Crescent; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Intersection Control
Greencedar Drive and
Golfwood Drive

The Committee was in receipt of a report dated 1989 June 7 from the Director of Traffic Services respecting Intersection Control at the Intersection of Greencedar Drive and Golfwood Drive. The Committee approved the following recommendation:

- (a) That a stop sign be erected to control southbound traffic on Golfwood Drive at Greencedar Drive; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee was in receipt of a report dated 1989 May 5 from the Director of Traffic Services respecting Parking Regulations at Springer Avenue between Maplewood Avenue and Main Street East. The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Springer Avenue between Maplewood Avenue and Main Street East; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee was in receipt of a report dated 1989 May 10 from the Director of Traffic Services respecting the Extension of a Permit Parking Regulation for 24 Murray Street East. The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the south side of Murray Street East, commencing at a point 83 feet east of James Street North and extending to a point 92 feet west of Hughson Street North be extended such that the regulation commences at a point 83 feet east of James Street North and extends to a point 72 feet west of Hughson Street North; and
- (b) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the south side of Murray Street East from Hughson Street North to a point 92 feet westerly therefrom be shortened such that the regulation extends to a point 72 feet west of Hughson Street North; and
- (c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Keith Baesso, 24 Murray Street East; and
- (d) That City Traffic By-law 89-72 be amended accordingly.

The Committee was in receipt of a report dated 1989 May 18 from the Director of Traffic Services respecting Parking Regulations for the East side of Summercrest Drive, North of Greenhill Avenue. The Committee approved the following recommendation:

- (a) That the existing "No Parking" corner clearance on the east side of Summercrest Drive between Greenhill Avenue and a point 50 feet northerly therefrom be extended, such that the regulation extends to a point 116 feet north of Greenhill Avenue; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations
Springer Avenue between
Maplewood Avenue and
Main Street East

Extension of a permit
Parking Regulations
- 24 Murray Street
East

Parking Regulations
East side of Summer-
crest Drive, North of
Greenhill Avenue

Parking Regulations
Parkview Avenue
between Franklin Avenue
and Bond Street North

The Committee was in receipt of a report dated 1989 May 30 from the Director of Traffic Services respecting Parking Regulations for Parkview Drive between Franklin Avenue and Bond Street North. The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation be removed and unrestricted free parking be permitted on the south side of Parkview Drive in the block between Uplands Avenue and Bond Street North; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations
Both sides of Bay
Street South between
Markland Street and
Herkimer Street

The Committee was in receipt of a report dated 1989 June 8 from the Director of Traffic Services respecting Parking Regulations on both sides of Bay Street South between Markland Street and Herkimer Street. The Committee approved the following recommendation:

- (a) That a "Three Hour Parking Time Limit, 9:00 a.m. to 2:00 a.m." regulation to be in effect seven days a week be implemented on the west side of Bay Street South between Markland Street and Herkimer Street; and
- (b) That a "Three Hour Parking Time Limit, 7:00 a.m. to 2:00 a.m." regulation, to be in effect seven days a week be implemented on the east side of Bay Street South between Markland Street and Herkimer Street; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations
Both sides of Delmar
Drive, east of Columbia
Drive

The Committee was in receipt of a report dated 1989 June 8 from the Director of Traffic Services respecting Parking Regulations on both sides of Delmar Drive, east of Columbia Drive. The Committee approved the following recommendation:

- (a) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation be changed to a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Delmar Drive between Columbia Drive and a point 597 feet easterly therefrom; and
- (b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Delmar Drive between Columbia Drive and a point 597 feet easterly therefrom; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Time Limit Exemption
Permit
- 69 Aikman Avenue

The Committee was in receipt of a report dated 1989 May 29 from the Director of Traffic Services respecting a request for a Time Limit Exemption Permit for 69 Aikman Avenue. The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four applicants residing in the apartment building at No. 69 Aikman Avenue.

The Committee was in receipt of a report dated 1989 May 15 from the Director of Traffic Services respecting an application for a Time Limit Exemption Permit for the apartment building at 20 Emerald Street North. The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue one time limit exemption permit to Mr. Edward Quibell, 20 Emerald Street North.

The Committee was in receipt of a report dated 1989 May 10 from the Director of Traffic Services respecting the removal of a School Traffic Officer at the intersection of King Street and Haddon Avenue. The Committee approved the following recommendation:

That this item be tabled and that the neighbourhood schools be notified that the City is intending to remove the school traffic officer at that location.

The Committee was in receipt of a report dated 1989 May 16 from the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Dover Drive and Nash Road. The Committee approved the following recommendation:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Dover Drive and Nash Road at this time.

The Committee was in receipt of a report dated 1989 April 13 from the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Queensdale Avenue East and East 18th Street. The Committee approved the following recommendation:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Queensdale Avenue East and East 18th Street at this time.

The Committee was in receipt of a report dated 1989 May 10 from the Director of Traffic Services respecting the extension of a school bus loading zone on the north side of Sussex Street west of Emerson Street. The Committee approved the following recommendation:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the north side of Sussex Street commencing at a point 52 feet west of Emerson Street and extending to a point 166 feet westerly therefrom be extended, such that the regulation commences at Emerson Street and extends to a point 218 feet westerly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee was in receipt of a report dated 1989 May 30 from the Director of Traffic Services respecting the removal of a loading zone on the east side of Birch Avenue north of Cannon Street East. The Committee approved the following recommendation:

- (a) That the existing loading zone on the east side of Birch Avenue commencing at a point 87 feet north of Cannon Street East and extending to a point 20 feet northerly therefrom be removed; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Application for a Time
Limit Exemption Permit
- 20 Emerald Street
North

Removal of a School
Traffic Officer
King Street and Haddon
Avenue

Request for a School
Traffic Officer
Dover Drive and Nash
Road

Request for a School
Traffic Officer
Queensdale Avenue
East and East 18th
Street

Extension of a School
Bus Loading Zone
North Side of Sussex
Street West of Emerson
Street

Removal of a Loading
Zone on the east side
of Birch Avenue North
of Cannon Street East

Sign Shop Ventilation
Study

The Committee was in receipt of a report dated 1989 May 29 from the Director of Traffic Services respecting a Traffic Department Sign Shop Ventilation Study. The Committee approved the following recommendation:

- (a) That the Environment Health and Safety Management Firm of Ridesic, Preisman and Robinson Consultants Incorporated (R.P.R. Consultants) of Mississauga, Ontario be hired to conduct studies at the City of Hamilton, Traffic Department Operations Centre sign fabrication facilities and provide recommendations to address occupational health and safety concerns relating to ventilation at the existing and proposed facilities; and
- (b) That the cost of the study to be carried out by the consultants shall not exceed \$6 000; and
- (c) That 75% of the cost of the study be funded from Capital Project Account No. CF5418 758841001. Sufficient funds exist in 1989 current accounts to fund the remaining 25% of the cost of the study.
- (d) That the work shall be carried out and a report completed by 1989 August 15.

Bench Advertising

The Committee was in receipt of a report dated 1989 April 25 from the Planning and Development Committee respecting Bench Advertising. It was moved by Alderman Smith that this item be tabled and referred back to the Planning and Development Committee.

Water Pollution
Control Federation
Conference

The Committee was in receipt of a report dated 1989 April 25 from the Secretary of the Transport and Environment Committee respecting a Water Pollution Control Federation Conference in San Francisco. The Committee approved the following recommendation:

That the Chairman or his designate be authorized to attend the 62nd Annual Conference and Exposition of the Water Pollution Control Federation, October 15-19, 1989 in San Francisco.

Lung Association

The Committee was in receipt of a letter dated 1989 March 7 from Mrs. Cathy Pengelly, Executive Director of the Lung Association respecting the reduction of banner fees for those banners across Main Street in front of City Hall. The Committee approved the following recommendation:

That no action be taken on the request for reduction of banner fees.

Bills

The following Bills were introduced:

- (a) By-law to incorporate Part 1, Plan 62R-9377 and Part 1, Plan 62R-10200 into Royalvista Drive
- (b) By-law to incorporate Parts 4, 6, 7, 10 and 12, Plan 62R-9377 and Part 4, Plan 62R-10200 into Templemead Drive
- (c) By-law to incorporate Parts 1, 3, 4, 5 and 6, Plan 62R-9966 into Greenhill Avenue
- (d) By-law to close and lease a portion of the east side of MacNab Street, south of King Street West, designated as Parts 1, 2, 3 and 4 on Plan 62R-
- (e) By-law to expropriate, for railway and municipal purposes, vacant land described as Part 1 on Plan 62R-10027.

- (f) By-law to amend By-law 89-72 to Regulate Traffic
- (g) By-law to amend By-law 89-72 to Regulate Traffic

The Committee was in receipt of a report dated 1989 June 15 from the Director of Public Works respecting the Floral Planters in Business Improvement Areas and a report dated 1989 June 15 from the Director of Public Works respecting the expansion of the hanging flower basket program in B.I.A.'s

Floral Planters in
Business Improvement
Areas

The following delegations appeared before the Committee Mr. Ray Harris, Chairman of the Beautification Committee of the Downtown Promenade Business Improvement Area, Mr. Gerald Carrey, Chairman of the Ottawa Street Improvement Area, Mrs. Sheila Schneider of the Westdale Business Improvement Area.

After considerable discussion the Committee approved the following recommendation:

- (a) That for 1989 the City use the funds from the Community Development Department's Commercial Improvement Program Account in an amount not to exceed \$49 500 to supply and maintain
 - i. the floral planters in the Ottawa Street B.I.A. and Downtown Promenade B.I.A.
 - ii. the hanging flower baskets in the following B.I.A.'s, Concession Street B.I.A., Westdale B.I.A., International Village B.I.A., Downtown Promenade B.I.A., Barton Street B.I.A.
- (b) That staff be directed to meet with all City Business Improvement Areas to determine possible future cost sharing arrangements for the floral planter and hanging flower basket programs.

Mr. Ken Schaible Sr. appeared before the Committee requesting that the east-west, first alley north of Main Street, from Margaret Street to north-south alley be closed.

East-west, first alley
north of Main Street,
from Margaret Street
to north-south alley
be closed

The following citizens members also appeared before the Committee to request that this alley remain open:

- (a) Mr. Rob St. John, 64 Locke Street South
- (b) Mr. Ron Weinberger, 24 Locke Street South
- (c) Mrs. Sylvia Hodgkiss, 22 Locke Street South
- (d) Mrs. Isabella Kobylanski, Representing Steve Bonk Estate at 354 Main Street West
- (e) Mr. Marcel Guite, 356 Main Street West

The Secretary was also in receipt of five signed letters opposing to the closure of this alleyway. After considerable discussion the Committee agreed to table decision on this matter pending a meeting of the area residents, Mr. Ken Schaible Sr. and the Ward Aldermen.

The Committee was in receipt of an information report dated 1988 October 7 from the Commissioner of Engineering respecting West Park Avenue Drainage. Mr. Sardo, owner of the properties located on West Park Avenue appeared before the Committee and stated that he does not feel he is responsible for providing drainage. The Committee approved the following recommendation:

West Park Avenue
Drainage

That the City Solicitor be requested to look at the easement for this property to determine where the responsibility lies in providing drainage for this property.

Maintenance of Railway
Rights-of-way

Mr. Bob Pelland and Mr. Jack Beldham, representatives from Canadian Pacific Railway appeared before the Committee to discuss the maintenance of Railway Rights-of-way and to determine problems encountered in maintaining these areas in Urban Areas. The Committee approved the following recommendation:

That staff meet with representatives of all railway companies to formalize a workable procedure that would allow the Aldermen to better respond to tax payers complaints respecting fencing, garbage, vegetation and other neighbourhood/railway problems.

Alderman H. Merling will send a subsequent letter to C.N. and the National Transportation Agency stating the Committee's displeasure that representatives were not available to attend today's meeting.

Adjournment

There being no further business the meeting then adjourned.

TAKEN AS READ AND APPROVED,

C. J. Coutts,
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

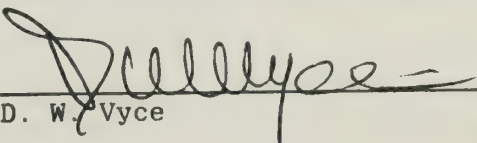
DATE: 1989 June 22
COMM FILE:
DEPT FILE: 34.23.2
(4504)

SUBJECT: Agreement by Owner to Accept Compensation
Part lands 969 Queenston Road -
Burlington Centennial Developments Ltd.,
546636 Ontario Limited and Vedemo Construction Limited

RECOMMENDATION:

That Agreements by Owners to Accept Compensation for the purchase of part of 969 Queenston Road executed by 546636 Ontario Limited, Burlington Centennial Developments Ltd. and Vedemo Construction Limited on May 24th, 1989 and June 7th, 1989 and scheduled for closing on July 20, 1989, be approved and completed.

Note: This irregular shaped parcel of vacant land is required for the extension of Bow Valley Drive having an area of 1,323.82 square metres (14,249 square feet) and more particularly described as Parts 1, 2 and 3, Plan RA-H-429 Surveys on Expropriation Plan 491958CD. The purchase price of \$1.00 is to be charged to account RF 53003 25202.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

All City and Regional services will be recovered through one foot reserves.

BACKGROUND:

In adopting Item 4 of the 2nd Report of the Transport & Environment Committee, City Council on January 26, 1988 recommended that expropriation proceeding be commenced in order to acquire this property for the construction of road access from Bow Valley Drive to Queenston Road. This department has successfully negotiated a settlement agreeable to all parties and therefore recommends that this transaction be completed. The Regional Engineering will then proceed to construct the necessary services and road systems.

c.c. - Alderman D. Agostino
- Mr. K.A. Rouff, City Solicitor - Attention: Mr. D. Powers
- Mr. E.C. Matthews, City Treasurer
- Mr. G.S. Spencer, Commissioner of Engineering
Attention: Mr. M. Chidley Attention: Mr. R. Meiers

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 July 6
COMM FILE: 3-2.2
DEPT FILE: 89-2000D

SUBJECT: Municipal Recycling Plan and Central
Administration of Municipal Waste
Collection for Hamilton-Wentworth

RECOMMENDATION:

(a) That Third Sector Employment Enterprises:

- i review its mandate which has been the youth employment program through recycling and modify it to be Recycling in Hamilton-Wentworth with the opportunity to still carry on the youth program.
- ii review the membership of the Board of Directors with the view of incorporating political and staff representation from the Region of Hamilton-Wentworth, from the Area Municipalities and from the Educational Institutions in the area.

(b) That the Regional of Hamilton-Wentworth's Engineering Service Committee be requested to significantly increase the Region's role in recycling by:

- i Assuming 100% of all capital costs and operating expenditures for recycling in Hamilton-Wentworth including all costs presently being assumed by the area municipalities - starting in 1990.
- ii Increasing the number of staff as required to manage, plan and promote recycling in the residential, industrial and commercial sectors.
- iii Assisting Third Sector Employment Enterprises, through the Region's senior staff, to develop plans for:
 - aa recycling in apartment buildings and townhouse complexes
 - bb recycling in schools
 - cc recycling in institutions and public buildings
 - dd types of containers to be used in schools
- iv Assist Third Sector Employment Enterprises by allocating \$230,000 for capital improvements to the building collection vehicles, unloading facilities and processing lines as identified in the W.C.I. Waste Conversion Inc., March, 1989 report, as soon as possible.

- v Not contracting out residential recycling but by developing its own administration and management to cope with the changing and increase role of recycling.
 - vi Undertaking an active promotion and implementation of waste recycling and reduction programs
 - vii Maintaining a continuing review of recycling needs and strategies and an evaluation of the most suitable methods. Funding for these initiatives should be sought from other sources whenever possible.
 - viii Soliciting the assistance of local industry and post secondary institutions in the development of secondary market for recyclables.
 - ix pursuing extended waste reduction initiatives, including education/promotion of new applications.
 - x reviewing the existing Solid Waste Management Agreement for the subsequent sum in consideration of its projected needs.
- (c) That the Region of Hamilton-Wentworth's Engineering Services Committee be advised that the City of Hamilton agrees to forming a Waste Collection Co-operative involving the Region and all of the Area Municipalities to develop specific goals and measure to provide an efficient and effective Solid Waste Routing Strategy.
- (d) That copies of this report be forwarded to the Region of Hamilton-Wentworth, Third Sector Employment Enterprises and each of the Area Municipalities for their information.

for. *J.G. Pavelka.*
blado.

J.G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

This report has been prepared with the benefit of the following reports;

1. Municipal Recycling Plan For Hamilton-Wentworth
Prepared for The Regional Municipality of Hamilton-Wentworth
Department of Engineering by W.C.I. Waste Conversion Inc., March,
1989.

2. Review and Comments on Municipal Recycling Plan for Hamilton-Wentworth
Prepared by Hamilton-Wentworth Third Sector Employment Enterprises,
June, 1989.

Furthermore, the Director of Public Works has been integrally involved, in fact was Chairman of the Regional Recycling Committee over the past 12 months. As well, the Director of Public Works for the City of Hamilton has met with representatives from Stoney Creek, Dundas and Ancaster on three separate occasions to be aware of their concerns while formulating this report. During these meetings, the municipal representatives felt it reasonable that all of their reports on Recycling would be prepared by the middle of July, 1989 and forwarded to their respective Councils for action, as well as the other Area Municipalities, for information.

Attached are the specific recommendations that the Region's Engineering Services Committee has talked about and asked the Area Municipalities and Third Sector to comment on. Endeavouring to respond to these issues, this report will address the recommendations in the following categories.

- A. Support & Involvement
 - 1. Third Sector's Present Mandate
 - 2. Involvement by Region and Area Municipalities
 - 3. Involvement by Educational Institutions
 - 4. Recycling Coordinating Committee
 - 5. Private Sector versus Public Sector
- B. Financial Participation
 - 1. Area Municipalities and Region of Hamilton-Wentworth
 - Capital and Operating Expenditures
- C. Recycling Operations
 - 1. Collection System - Type of Vehicle
 - 2. Improvements to Sorting Arrangements and Equipment
 - 3. Short Range Plans Over the Next Five Years

A. Support and Involvement

- 1. Third Sector's Present Mandate

Presently, Third Sector's mandate is;

"A non-profit organization that provides skills training, work experience and employment opportunities for disadvantaged youth. This work experience is gained in the recycling operation carried out by Third Sector Recycling which services the Hamilton-Wentworth Region and its individual Municipalities."

In fact, the Region of Hamilton-Wentworth and all of the Area Municipalities have given the exclusive rights to recycling within their respective areas to Third Sector Employment Enterprises.

Although Third Sector has been around for 10 to 12 years, Third Sector's primary mandate has been youth employment through recycling.

Only in the last two years, with the introduction of the "Blue Box Program" to the residential sector and the emphasis on reducing the volume of landfill, has there been an emphasis on recycling to the extent that recycling should be the primary mandate with an opportunity to still carry on with the youth employment program.

Even with this change in mandate by Third Sector to cope with the "Blue Box Program", this only addresses the residential component of recycling. Still to be addressed are the industrial and commercial components of recycling which constitute approximately 50% to 55% of the waste stream to the landfill site.

To cope with the residential component of recycling, Third Sector should enjoy the benefit of policy direction by having both political and staff representation on its Board of Directors from both the Region of Hamilton-Wentworth and from the Area Municipalities, as required.

The Regional political representation is essential because recycling is regional in scope. Not only is recycling regional in scope, but the impact of the landfill site directly affects that portion of the Region's budget. Furthermore, through "tipping fees" and the transfer stations, the Region directly controls the affordability and availability for recycling and/or garbage disposal.

Representation by elected representatives from the Area Municipalities "as required" is directly related to the activity of recycling in the Area Municipality. The population distribution, concentration and geography in each Area Municipality virtually dictates dealing with each Area Municipality and its idiosyncrasies individually. Idiosyncrasies, such as garbage collection, whether its contractual or in-house, must be considered.

Politically, it is desirable to maintain representation from the Area Municipality. Aside from policy input, the recycling issue is very much like the garbage, debris and dumping issue. Recently, the Keep Hamilton Clean Citizen's Committee has effectively brought the problem of garbage pollution to the Community's attention. As well, through the Committee's efforts and profile, significant clean ups of ravines, valleys, streams and woodlots has occurred through the public actively participating and through corporate sponsorship. Recycling is in the same category, whereby recycling requires participation and commitment by all levels of government, the public and corporations for it to be effective.

Beyond this involvement, because recycling at this time is dynamic, changing so quickly and still evolving, it is prudent to involve the educational institutions of the community - McMaster University and Mohawk College. Recently, Third Sector's Board of Directors has been augmented by including a representative from McMaster University. Dr. B. W. Boutz, an Assistant Professor in the Department of Civil Engineering and Engineering Mechanics has joined the Board of Directors. Similarly, Third Sector should review offering membership on their Board of Directors to Mohawk College to take advantage of the College's resources and knowledge.

Presently, a Recycling Coordinating Committee with staff representation by the Region and each Area Municipality, exists with following organizations as members:

THIRD SECTOR EMPLOYMENT ENTERPRISES
REGION OF HAMILTON-WENTWORTH
CITY OF HAMILTON
CITY OF STONEY CREEK
TOWN OF ANCASTER
TOWN OF DUNDAS
TOWNSHIP OF FLAMBOROUGH
TOWNSHIP OF GLANBROOK
CANADIAN TINPLATE RECYCLING COUNCIL

This Coordinating Committee has been effective in coordinating and bringing the various aspects and concerns of recycling up for discussion and disseminating the information back to the respective organizations. However, the Coordinating Committee's efforts in research and following up on issues has been limited because all representatives have other responsibilities to their principal organizations. Furthermore, Third Sector's mandate is of an operational nature so that their organization does not permit the luxury of staff to research issues and to do the necessary investigative work necessary to advance recycling from where it is today, forward.

Therefore, it is necessary for professional staff to be able to devote time to just recycling and to address the many issues that recycling raises. As mentioned earlier, Third Sector's recycling concentrates only on the residential recycling and not the industrial and commercial recycling. Accordingly, it appears necessary to have staff directly dedicated to recycling for all segments of recycling - residential, industrial and commercial. Furthermore, as recycling is identified to be regional in scope, it appears most reasonable that additional professional staff in the Region's Engineering Department be retained to deal with recycling.

Recycling is currently changing dramatically and in a great deal of flux. New provincial targets with respect to recycling and landfilling are being reviewed which ultimately requires the Region and Area Municipalities to be responsive.

The state of the art with respect to equipment; collection vehicles, sortators and compaction equipment is constantly changing as pioneering of equipment improvements is constantly being made.

In addition, with the emphasis on recycling and the influx of the recyclables, markets and market prices for recyclables are fluctuating responding to supply and demand.

Normally, privatization is effective within a stable market environment and a well defined product environment. However, neither exists in recycling today. Accordingly, it is not reasonable to ask industry to define these unknowns, take chances without substantial returns and submit tenders involving substantial capital investment and thereby substantial time commitments.

Furthermore, with the volatility of the market prices for recyclables and the volatility of the types of recyclables, it would be very hard to quantify and even formulate a contract. As well, where this has been tried, there have been problems with the level of service being provided by the private sector as set out in the contracts.

At this time, in order to maximize flexibility and to be responsive to new markets and technologies, it appears most reasonable to not enter into a contract with the private sector.

However, as mentioned earlier, to more efficiently manage, plan and organize recycling in Hamilton-Wentworth it is necessary for the Region to increase its staff to follow up and concentrate on recycling matters for all segments, residential, industrial and commercial.

Therefore, it is most appropriate to recommit support to Third Sector Employment Enterprises, as long as Third Sector recognizes its primary mandate is recycling with the opportunity to still carry on the youth program.

B. Financial Participation

Now, how should this regional recycling venture be funded? - entirely by the Region of Hamilton-Wentworth both capital and operating expenditures.

1. Most, if not all, of the other Region's in southern Ontario have assumed 100% of this financial responsibility because recycling is on a scale with water and sewers - a regional scale.
2. By recycling, less waste is being burnt and/or delivered to the Region's landfill site.
3. The Region has the ability for direct taxation and recyclers do not; therefore, pay for recycling through the tipping fees set.
4. If the Region assumes 100% of the capital and operating costs for recycling because the Area Municipalities are still responsible for garbage collection and its costs, there will be an automatic benefit, and therefore, incentive for Area Municipalities to maximize recyclables and minimize garbage collected.

Presently, after Third Sector obtains the available subsidies from OMMRI and the Ministry of the Environment, the Region of Hamilton-Wentworth subsidizes 50% of the operating costs and matches the 50% contribution by all Area Municipalities.

The Area Municipalities pay their respective 50% prorated on the tonnages that each municipality contributes.

Until now, the Area Municipalities have taken advantage of the OMMRI and M.O.E. subsidy available and purchased the vehicles and the blue boxes necessary to launch the "Blue Box Programs". As well, the necessary advertising and public relations were financed by the Area Municipalities.

With respect to capital costs, the City of Hamilton has spent \$601,850 in accordance with the following table and has been successful in getting 2/3 of that sum returned by way of subsidy through OMMRI and the Ministry of the Environment.

CITY OF HAMILTON CAPITAL EXPENDITURES ON RECYCLING

	GROSS
TRUCKS	\$128,000
BLUE BOXES	445,500
PUBLICITY CAMPAIGN	<u>28,350</u>
TOTAL	\$601,850

The Region has contributed recently to the capital requirements of Third Sector by purchasing the sortator at a cost of \$123,400.

In comparison with the capital improvements to Third Sector supplied by the Area Municipalities, the Region's contribution to capital improvements in recycling has been modest. Therefore, it is only reasonable that the Region allocate the \$230,000 for capital improvements to the building, collection vehicles, unloading facilities and processing lines as soon as possible to permit Third Sector the opportunity of operating as efficiently as is possible.

With respect to this capital financing, it should be remembered that Third Sector has not required capital funding from neither the Region nor the Area Municipalities until the advent of the "Blue Box Program".

C. Recycling Operations

The recycling operations are a complex number of activities involving the type of vehicle used in the collection system, the supervision and deployment of the collection system, the operations of the sortator and separation of the recyclables, as well as sale of recyclables. Unfortunately, each area requires a different and evolving expertise as the new technology and operations change within the recycling world. This is the reason that additional professional management staff are being recommended to be brought on line to assist in the managing and research into these activities.

However, for at least one of the activities, the City of Hamilton has an expertise that as of yet has not been tapped - the direction and supervision of the collection system on the streets. For this reason, the General Foreman of the Sanitation Section and the Superintendent of Streets and Sanitation should review Third Sector's collection with the aim of improving its efficiency if possible and the level of service to the public.

Other activities, such as the sortator, should be reviewed by McMaster University's Engineering Department to endeavour to improve the performance of this machine.

It appears that Third Sector has the operations of dealing with the Blue Box Program well in hand. However, there are a number of other activities to be undertaken to advance recycling in the residential sector.

1. appropriate public relations and notices about what is and what is not recyclable
2. recycling in apartment buildings and townhouse complexes
3. recycling in schools
4. wet/dry recycling
5. composting
6. use of garborators
7. types of containers to be used in schools
8. recycling in institutions and public buildings
9. recycling of tires
10. recycling of Christmas trees

Unfortunately, with the emphasis of the present organization in Third Sector on operations, there is limited opportunity to properly study the above areas in sufficient detail to fully understand them and then implement them. This is the reason the Region are being requested to increase their staff complement to deal with these short range plans over the next five years.

In addition to those responsibilities, the Region should be requested to energetically pursue recycling in the industrial and commercial sectors which constitute about 50% to 55% of the solid waste stream.

Central Administration of Municipal Waste Collection

In a report dated April 14, 1989, the Engineering Services Committee considered a report from the Commissioner of Engineering evaluating the waste management improvement concepts detailed in a consultant's report entitled "Solid Waste Routing Strategy". The Committee after reviewing the report received it and requested comments from the Area Municipalities.

Of particular importance, in this report is Section 5.6 Central Administration of Municipal Collection Activities wherein it states that "The Region and Area Municipalities should consider centralized administration of municipal collection activities, to improve the effectiveness of recycling programs, to improve scheduling of waste deliveries to SWARU or other processing facilities, and to facilitate the implementation of future waste stream control programs. The logical vehicle for this would be to move the collection and recycling activities under the Regional Engineering Department. This would require a change to the Region of Hamilton-Wentworth Act".

Improvements to the municipal collection activities in order to provide better service at less cost is also of concern to the City of Hamilton and any opportunities so do should be considered. However, there are a number of different jurisdictions involved and potentially impacted so the concept of evolving a Waste Collection Cooperative is paramount to evolve specific goals and objectives to provide an efficient and effective Solid Waste Routing Strategy.

Of particular concern to the City of Hamilton is the requirement for the City to drive a 3 man crew dead head from the extreme west side of Hamilton to SWARU and back again for a second load, rather than driving the loaded compactors to the Dundas transfer station to be dumped. It is estimated that this additional travelling time in travelling to SWARU, rather than Dundas, costs the City of Hamilton \$50,000 per year.

Certainly, if by rationalizing the solid waste routing strategy, solutions to problems, such as this one can be found, then the existing administrations owe the public and their respective Council to meet regularly to pursue them.

However, until a business plan can be worked out showing how a centralized administration for municipal collection activities is more effective and cost efficient than the existing system, it is only conjecture that a centralized administration will improve municipal collection activities.

JGP/jdh
Attach.

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SOLID WASTE ROUTING STRATEGY

CENTRAL ADMINISTRATION OF MUNICIPAL WASTE COLLECTION
FEASIBILITY REVIEW

Comments latest by Wed of next week.

PREPARED FOR
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

BY
WCI WASTE CONVERSION INC.

JANUARY, 1989

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1. EXECUTIVE SUMMARY

The Region of Hamilton-Wentworth commissioned WCI Waste Conversion Inc. to review the feasibility and possible structure of a unified municipal waste collection system, managed by the Region. This general concept was noted in Section 5.6 of the July, 1988 Solid Waste Routing Strategy. The Routing Strategy was prepared to identify staged strategies to ~~minimize landfilling~~ and maximize resource recovery by optimizing waste collection and processing procedures.

In order to conduct an adequate review of the centrally administered waste collection concept, WCI developed a six page survey form designed to obtain essential data about each local municipality's waste collection activities and requirements. In addition to the written survey, WCI met with senior department personnel who are responsible for waste collection in each Area Municipality. The most important data are summarized in a table in Appendix A, and the most significant comments are noted in Appendix B.

Based on the current waste management system, none of the municipal officials believed that a Regionally managed or centrally administered garbage collection operation would be beneficial at this time. Analysis of the data in Appendix A supports this opinion. Each of the municipalities displays unique and different characteristics in most areas that affect the cost and operating factors of garbage collection. These characteristics include:

- land area,
- population density,
- population size,
- contracted vs municipal staff operations,
- collection route distance,
- traffic congestion,
- urban/rural characteristics, and
- bulky waste collection program.

As a result of the local needs and characteristics of each municipality, the cost for collection varies from (\$7.41 to \$12.70 per capita;) the cost per tonne varies from (\$23.16 to \$38.73.) The use of private contractors as opposed to municipal crews for collection does not affect the unit costs of service, as both the upper and lower ranges of collection expenses were exhibited by municipalities employing either type of service.

In Dundas and Hamilton, staff are interchanged between the sanitation and street works crews, depending upon seasonal requirements. The structure and administration of the general public works personnel contingent in these two municipalities is therefore different than that in the other municipalities which employ private contractors for garbage collection.

If the Region were to manage waste collection throughout its member municipalities, substantial staff reassignments would be necessary. To ensure a continued good level of service in each municipality, (local administrative staff at the Regional level would be retained.)

Because no advantages of (cost or efficiency can be established at this time,) the premature implementation of a central administration could lead to (unnecessary costs and disruptions.)

In the course of this study, there appeared to be no significant deficiencies related to existing local collection programs, which generally seem to provide a satisfactory level of service.

It should also be noted that, while the final disposition of collected waste is a common requirement of all the municipalities which is managed well by the Region, the collection process is a more (direct door-to-door service which is handled satisfactorily at the local public works level.)

However, waste management is rapidly becoming more complex with the implementation of strategies to (minimize landfilling and to maximize recycling and resource recovery.) In consideration of the necessary interaction between all collection activities and the disposal or final processing of municipal waste, it is desirable to establish a collection (co-ordination committee comprising key members from the local municipalities and the Region.) This Waste Collection Co-operative is considered to be the most suitable structure at present to establish and achieve the objectives of the Solid Waste Routing Strategy. Members of the Co-operative would participate jointly in developing the general objectives of the Routing Strategy to a more detailed and specific level, while retaining the flexibility and (autonomy of their local municipal collection systems.) The most effective vehicle for this concept would

be the existing Recycling Co-ordinating Committee, because (curbside waste collection and curbside recyclables collection are such closely related activities.)

(The Recycling Committee,) which consists of representatives from the municipalities and the Region, was formed in(1988./ In the subsequent interval, it has evolved as a well-structured and unified committee. Bill - 155-

The members of the Waste Collection Co-operative would benefit from their exchange of ideas and comparison of their respective collection programs. Where advantages might accrue,(joint tendering for certain goods and services, and sharing of systems and equipment can be expected.) In time, as local collection programs become more similar, the gradual(assimilation)of collection under a central Regional jurisdiction might be warranted. In this manner, developmental problems or deficiencies can be identified and corrected before serious difficulties occur.

If the need is demonstrated, and the benefits of central administration of municipal waste collection become clear, a formal management approach may be considered such as the establishment of a Joint Board of Management for the joint management and operation of waste collection. (The Joint Board of Management can be established under Section 208, sub-paragraph 5 of the Municipal Act, 1980.)

During the survey, all municipal officials interviewed agreed to modify the operation or structure of their local collection programs as and when necessary to meet the requirements of the Region.

The following general objectives were identified in the previous Routing Strategy:

- improve the effectiveness of recycling programs,
- improve scheduling of waste deliveries to SWARU or other processing facilities, and
- facilitate the implementation of future waste stream management programs.

As part of its function, the Waste Collection Co-operative will develop specific detailed goals and measures related to these, and possibly additional, objectives. Some extensions of these general objectives should include the following points:

- expanding the use of transfer stations for more economical, efficient, and increased movement of waste to SWARU, and
- maintaining reliable steady-state operation of SWARU.

(These goals and objectives are best developed, reviewed, and acted upon by the involved parties and are therefore beyond the scope of this present investigation.)

2. INTRODUCTION

In July, 1988, WCI Waste Conversion Inc. completed the "Solid Waste Routing Strategy" which was commissioned by the Region of Hamilton-Wentworth. That strategy evaluated the Regional Solid Waste Management System, particularly the waste stream quantities and characteristics, to determine the most cost effective way of maximizing deliveries of acceptable combustible waste to SWARU and extending the useful life of the Regional landfill site. The strategy detailed a number of principal options that would meet the noted objectives, and listed certain supplementary measures for consideration. One of the noted measures was the concept of (centralized administration for municipal collection activities.) This concept was intended to address three general issues:

1. Improve the effectiveness of recycling programs.
2. Improve scheduling of waste deliveries to SWARU or other processing facilities.
3. Facilitate the implementation of future waste stream control programs.

The scope of the present review is to evaluate the feasibility of transferring the responsibility for (municipal waste collection from the local municipalities to the Region,) which already manages the existing waste disposal and processing facilities. In addition, this review examines the most suitable structure and operation of a central administration for waste collection.

To obtain representative data and to conduct an adequate evaluation, WCI designed and distributed a six page survey form to obtain essential information about the waste collection activities and requirements in each municipality. WCI also met with senior department personnel responsible for collection in each municipality to obtain a comprehensive understanding of local waste operations.

Appendices A and B summarize the data and comments obtained in the course of the survey.

3. CENTRAL WASTE COLLECTION ADMINISTRATION OPTIONS

The following four basic structures were considered for a centrally administered waste collection system.

1) Full Regional Control

The Region would assume the (full management) of, and responsibility for, all staff, equipment, plant, operations, and private contract collection activities for all municipalities.

*Diversion Credit
Tipping Fee.*

a) Advantages:

- single source administration and policies,
- direct and uniform (authority) over collection and routing activities,
- economics of scale and leverage in purchasing goods and services,
- flexible assignment of staff and equipment to meet variations in collection demands for different areas at different times, and
- possible consolidation of administrative staff.

b) Disadvantages:

- additional Regional administrative staffing and office space required,
- reduced local familiarity and responsiveness,
- possible reduced level of service,
- commitment to existing contracts,
- complex administration of blended private sector and municipal forces services, if existing local collection system structures are retained,

- additional staffing and equipment if contract services are eliminated,
- disposition of municipal staff, equipment, and buildings, if all collection operations are contracted to private firms,
- potential labour relations problems, and
- more extensive disruption of services in a total private contractor collection system if the contractor encounters union conflicts.

ii) Regional/Local Administration

The Region would assume the ownership and general management of all collection equipment, plants, outside staff, and local collection contracts, but the daily administration of operations would be performed by the area municipalities' public works managers.

a) Advantages:

- single source administration and policies,
- direct and uniform authority over collection and routing activities,
- economics of scale and leverage in purchasing goods and services, and
- flexible assignment of resources to meet variations in collection needs for different areas at different times.

b) Disadvantages:

- additional levels of administration,
- additional Regional administrative staffing and office space required, and
- possible higher costs.

iii) City of Hamilton Central Administration

As the largest member municipality with the most extensive management and field resources, the City of Hamilton could assume full administrative responsibility for all the area municipalities' collection needs, under the direction of the Regional solid waste section. However, Hamilton Public Works officials stated that, in such a case, those municipalities currently using private contractor collection would continue to utilize private sector forces, while the localities utilizing municipal forces would retain municipal personnel for collection. This latter arrangement is considered necessary to prevent disruption of the existing seasonal staff balance achieved by reassigning collection personnel to other public works activities, as the need arises.

a) Advantages:

- single source administration and policies,
- direct and uniform authority over collection and routing activities,
- economics of scale and leverage in purchasing goods and services,
- flexible assignment of resources to meet variations in collection needs for different areas at different times, and
- possible consolidation of administrative staff.

b) Disadvantages:

- additional City of Hamilton administrative staffing and office space required,
- reduced local familiarity and responsiveness, and
- possible reduced level of service.

iv) Waste Collection Co-operative

Each area municipality and the Region would be represented on the Waste Collection Co-operative Committee by a member of management from the public works collection division. The committee could meet regularly, probably in conjunction with the Recycling Co-ordinating Committee, and establish and implement joint policies and objectives. Where the consolidation or sharing of goods, services, or operations can provide distinct benefits, it is expected that the respective members of the Committee will enter into joint ventures.

a) Advantages:

- joint co-operative planning and policies,
- co-operative team direction of collection and routing activities,
- retention of local autonomy, ✓
- maintenance of local responsiveness,
- joint planning and implementation of collection/recycling programs,
- economics of scale and leverage in purchasing goods and services,
- possible flexible assignment of resources to meet fluctuating needs of the members of the Co-operative, and
- possible cost reductions, or improved levels of service.

b) Disadvantages:

- ✓◦ potential disagreement, or differences in the individual objectives of members of the Co-operative.

4. ANALYSIS

The data and comments obtained from the survey form and meetings provided a relatively firm base for developing conclusions and recommendations. In particular, the following points were well defined:

i) Based on current waste management practices, all of the municipal officials indicated that, in their opinion, the central administration of waste collection would not provide any benefits, and would probably result in certain disadvantages.

ii) The principal concerns over an immediate change to central collection administration focused on:

- possible higher costs,
- reduced level of services,
- reduced responsiveness to local municipal needs and problems that might arise in daily operations, ✓
- unnecessary levels of administration, and
- reduced flexibility in seasonal personnel assignments for those works departments employing municipal staff for collection. ✓

iii) The main benefit that might be derived from a centrally administered waste collection system would be a better co-ordinated and more consistent system of waste collection and end-routing, and uniform policies pertaining to the collection and management of waste in the Region.

All the municipalities surveyed stated that the joint objectives of co-ordinated waste collection/routing and local accountability can be achieved most effectively through the establishment of a (Waste Collection Co-operative Committee.) This Committee would comprise suitable representatives from each municipality's collection division, which would remain autonomous from the Region, and a representative from the Regional solid waste section.

The senior municipal officials interviewed indicated that they would provide full co-operation and assistance with the development and implementation of constructive goals and measures consistent with the Region's plans and requirements for waste management. Stoney Creek and Hamilton have been complying with the Region's requests for specific waste routing to the transfer stations and SWARU for several years. The former municipality utilizes contracted private collection forces, while Hamilton employs municipal staff crews. A review of the voluntary co-operative participation provided by these two municipalities, and the level of co-operation being provided by all area municipalities in the more recent Municipal Recycling Committee indicates that a (Waste Collection Co-operative Committee) would constitute an effective means of meeting the Region's immediate needs, as well as providing a practical option for the Region's long term plans. The well-established structure of the Recycling Co-ordinating Committee could readily accommodate the incorporation of a Waste Collection Co-operative without incurring additional significant demands with respect to staff or time requirements. As a team with a co-ordination mandate for both recycling and collection, these two activities would be handled in a combined manner. This is a logical and sound

development, as the expansion of curbside recycling pick-up is very closely linked with the municipal waste collection function.

The management of local collection programs appears to be conducted in an effective, responsible, and dedicated manner. Based upon this observation, it is expected that the Waste Collection Co-operative would result in the interaction and sharing of ideas and resources of its members. In a natural and systematic progression, it is likely that the Region-wide collection programs will become more closely linked, and perhaps consolidated as and when the definite benefits of united activities are apparent to the individual collection managers and the Collection Co-operative as a group. Under Section 208, sub paragraph 5 of the Municipal Act, 1980, the municipalities may establish a Joint Board of Management with authority to manage and operate the Region's municipal waste collection.

Analysis of the data obtained from the WCI survey, which are summarized in Appendix A, indicate that each of the area municipalities display specific and different characteristics in many areas that affect the requirements and costs of garbage collection. These characteristics include:

- land area,
- population density,
- population size,
- contracted vs municipal staff operations,
- collection route distance,
- traffic congestion,
- urban/rural characteristics, and
- bulky waste collection.

As a result of these differences, collection costs vary from \$7.41 to \$12.70 per capita, and from \$23.16 to \$38.73 per tonne. These differences in costs do not appear to be related to the use of private contractors instead of municipal crews for collection; both the upper and lower ranges of unit collection costs were displayed by municipalities employing either type of service. The Town of Dundas, which employs municipal forces collection, displays the lowest cost because of the following major factors:

- shortest collection route distance,
- moderate population density,
- small land area,
- relatively easy collection access, and
- minimal traffic congestion.

The city of Hamilton, which also employs municipal forces collection, displays the highest per capita cost (\$12.70) and the second highest per tonne cost (\$36.36) because of the following major factors:

- greatest collection route distance,
large land area,
- difficult collection access in older sections of the City, and
- high traffic densities and congestion,
added costs of hauling waste to SWARU from the west end and Mountain areas, rather than using transfer stations located near these collection zones. This haulage is performed in order to deliver SWARU quality refuse directly to the incinerator, thereby permitting the Region to utilize as much SWARU capacity as possible.

Collection costs for the other area municipalities fall between these two levels. It is worth noting that the City of Stoney Creek, which employs contracted private collection, exhibits unit costs which are similar to Hamilton's, at \$11.50 per capita and \$38.73 per tonne. Stoney Creek shares many characteristics with the City of Hamilton, although on a smaller scale, and it also delivers waste to SWARU.

In reviewing the City of Hamilton data, City staff indicated that approximately \$50,000 of the \$400,000 annual collection operations budget is incurred as an added cost for transporting Mountain and West Hamilton garbage to SWARU in the east end. The Hamilton Public Works Department has estimated that the \$50,000 expense would be eliminated if the Region could arrange to accept these wastes at the Mountain and Dundas transfer stations, and have them transported to SWARU by Tricil's transfer trailers.

A similar situation exists with the haulage of Stoney Creek Mountain garbage to SWARU. Although Stoney Creek staff have not calculated the possible savings that might result from use of the Mountain transfer station to trans-ship refuse to SWARU, these are estimated to be in the order of \$5,000 to \$10,000.

The range of collection costs noted in the survey are generally consistent with those expected under present standards and levels of efficiency. What is noteworthy, however, is that the collection operations are providing a level of service that is satisfactory to the respective communities, and that there appear to be no significant disruptions or difficulties associated with these services.

It is not possible to prove at this time that any significant service or financial advantages would result from centralized collection management; in the absence of such proof, and in consideration of the good level of service that is now available, (it is difficult to justify revisions to existing systems.)

To further support the retention of individual community autonomy in collection operations, it is noted that garbage collection is almost a personal service to households which is delivered satisfactorily at the local level, based upon the needs of each specific municipality. In comparison, the final disposal or processing of waste is a function which is more remote from individual households, but it must meet the common requirements of the combined municipalities. For the latter reason, the establishment of a Waste Collection Co-operative would constitute a progressive and worthwhile advance over the current Municipal/Regional structure. As warranted, a further progression would be the establishment of a Joint Board of Management to manage and operate waste collection.

In all of the meetings with local collection officials, two principal concerns were expressed in relation to a centrally controlled system. These are:

- reduced familiarity and responsiveness with respect to local needs, and
- possible increased costs.

The immediate task of the Waste Collection Co-operative would be to develop specific detailed goals and measures necessary to meet the general objectives of the Solid Waste Routing Strategy, identified as:

- improving the effectiveness of recycling programs.
- improving the scheduling of waste deliveries to SWARU or other processing facilities, and
- facilitating the implementation of future waste stream management programs.

Some extensions of these general objectives to be considered by the Co-operative may include:

- expanding use of the transfer stations for more economical, efficient, and increased movement of waste to SWARU, and
- maintaining reliable steady-state operation of SWARU.

The need for improved and continuing reliability of SWARU operations was stressed especially by the cities of Stoney Creek and Hamilton, which deliver waste to the incinerator regularly. Intermittent but recurring disruptions in SWARU operations were quoted as a cause of diminished efficiency in collection operations, and improved utilization of SWARU was identified as a target for further attention by the Region.

If further improvements could be attained in this area, it might be possible to direct the waste collections of the other four municipalities to SWARU, thereby assisting the Region's objectives directly by reducing landfill tonnages.

The Phase 2A proposal of the July 1988 Solid Waste Routing Strategy provides more detail in this respect.

A more consolidated approach to waste collection requires the formation of a Waste Collection Co-operative which would implement successive stages of consolidated collection operations, in accordance with a staged 5 year schedule. Specific milestone activities could be defined for review and implementation annually. If the Co-operative finds the progress of events to be satisfactory and beneficial, then subsequent stages may be developed, and a Joint Board of Management may be established. If necessary, to ensure continued and consistent collection activities at a proper level of service and suitable cost, the Committee may revise or delay measures.

5. FINANCIAL CONSIDERATIONS

Based upon the data and information obtained in the course of this investigation, it is not possible to determine reliably the monetary costs and benefits that would accrue from the centralized administration of municipal waste collection operations in the Region. While it is possible that certain savings may be achieved by a single collection authority, it is equally possible that increased expenses would result.

However, it is evident that the more effective use of transfer stations for trans-shipping locally collected wastes to SWARU could result in combined annual savings of approximately \$60,000 or more, for the cities of Hamilton and Stoney Creek. Also, an efficient delivery system that will provide a consistent good quality refuse stream to SWARU may reduce the Region's landfill requirements and provide significant long-term savings to the Region and its municipalities.

6. CONCLUSIONS AND RECOMMENDATIONS

Based upon the findings of this feasibility review, it is recommended that:

1. The area municipalities and the Region form a Waste Collection Co-operative consistent with the structure described in the ANALYSIS section of this report.
2. A central authority of the Region for the administration of waste collection activities in all area municipalities is not considered necessary or advisable at this time, but the staged implementation of this concept should be considered by the Collection Co-operative.
3. The role, effectiveness, and best utilization of the transfer stations, SWARU, and existing recycling programs be examined to ensure that the best possible service is being provided to the Region's residents at the lowest reasonable cost.

APPENDIX A

MUNICIPAL SOLID WASTE COLLECTION QUESTIONNAIRE DATA SUMMARY

Municipality	Pop.	# Stops Serviced	(Urban/ Rural)	Collection Services (Municipal/ Contracted)	Waste Delivery to SWARU (Yes/No)	Total Weekly Collection Route Dist. (km.)	Annual Collection Budget	Quantity of Waste Collected (tonnes)	Annual Operating Cost/Capita	Cost/ Bulky Collection Tonne Weekly Semi Annually Yearly On Request	Annual Cost	
Ancaster	20,000	6,300	U & R	C	N	N/A	\$189,200	6,989	\$9.46	\$27.07	S A	N/A
Dundas	20,000	6,157	U	M	N	170	\$148,200	6,400	\$7.41	\$23.16	S A	N/A
Flamborough	27,000	6,650	U & R	C	N	N/A	\$244,417	8,354	\$9.05	\$29.26	Y	\$3,200
Glanbrook	9,485	2,850	R	C	N	200	\$92,142	2,812	\$9.71	\$31.64	O R	N/A
Hamilton	315,000	130,000	U	M	Y	5,400	\$4,000,000	110,000	\$12.70	\$36.36	O R	\$180,000
Stoney Creek	45,329	12,395	U & R	C	Y	1,083	\$521,450	13,462	\$11.50	\$38.73	S A	\$17,000

APPENDIX B

SUMMARY OF QUESTIONNAIRE COMMENTS

Q. 13.a)

Do you believe that a Regionally operated or centrally administered garbage collection operation for all Area Municipalities would be beneficial?

A.

No. (All 6 municipalities)

Q. 13.c)

Your perceived benefits or disadvantages of a Regionally operated or centrally administered garbage collection operation.

A.

Benefits:

- None (5 municipalities).
- Improved waste routing control (1 municipality).

Disadvantages:

- reduced flexibility of staff resources for reassignment to other tasks when needed,
- lack of familiarity of local needs and conditions,
- Reduced local responsiveness,
- Less effective employee management,
- Higher costs,
- Reduced level of service,
- Reduced accountability,
- Increased resident complaints, and
- Disrupted labour relations.

FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 June 23
COMM FILE:
DEPT FILE: T4-52-89

SUBJECT: PURCHASE OF ONE (1) RENOVATOR/OVERSEEDER, PARKS DIVISION, PUBLIC WORKS DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to Gordon Bannerman Limited, Rexdale, in the amount of \$15,336.00 for the purchase of One (1) Renovator/Overseeder for Parks Division of the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Grass Maintenance Operating Equipment Account #CH58005 62106.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

Eighteen suppliers were requested to bid. Eight declined and nine did not respond. As this is a special type of equipment it is usual to have only a single source, as a Canadian distributor.

FOR ACTION

5

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

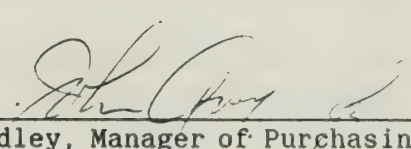
DATE: 1989 June 30
COMM FILE:
DEPT FILE: T4-50-89

SUBJECT: SUPPLY AND DELIVERY OF BROOM STOCK, CENTRAL GARAGE

RECOMMENDATION:

That a purchase order be issued to Rantex Brushes Inc., Barrie, in the amount of \$22,279.44 plus 8% Provincial sales tax, for the supply and delivery to Broom Stock, Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of three (3) tenders received. Funds provided in Automotive Parts Account CH56702 64105.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

G. C. Duke Equipment, Burlington	\$12,630.72 *
Petwin Industries Limited, West	16,448.40 *
Rantex Brushes Inc., Barrie	16,804.44

Provincial sales tax extra at 8%

* Incomplete - only bid 36 of the 86 items required. Also, the 36 pickup brooms being offered by these two suppliers have been tested and only give 585 sweeping miles, while the product being recommended gives 950 sweeping miles.

FOR ACTION

6.

REPORT TO: Chairman and Members of the Transport and
Environment Committee
Attention: Mr. R. C. Prowse, Secretary

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1989 June 13
COMM FILE:
DEPT FILE: 1-44/89.02

SUBJECT: Garbage Collection Agreement - 615 Stone Church Road
East

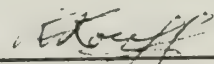
RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Applieridge Co-operative Homes Inc., for the collection of garbage at 615 Stone Church Road East, Hamilton.

This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk and insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A



K. A. Rouff / City Solicitor

BACKGROUND:

The Applicant has asked the City to collect garbage pursuant to Section 4, Subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this department has received and is satisfied with the documents: an agreement which has been executed by the Applicant and an insurance certificate.

c.c. Mr. J. Pavelka, Director, Public Works

F O R A C T I O N

7.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

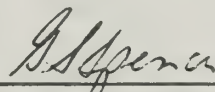
DATE: 1989 June 27
COMM FILE: 3-11.2
DEPT FILE: T103-40
E457-01
ID#0227(56)

SUBJECT

Request for Catch Basin in a Public Unassumed Alley to the Rear of 25 Mountain Avenue

RECOMMENDATION

That no action be taken on the request to install a catch basin in the public unassumed alley to the rear of 25 Mountain Avenue.



G.S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

During periods of wet weather, ponding occurs in the rear portions of the lands at 27, 29 and 33 Mountain Avenue and on a portion of the public unassumed alley abutting these lands (see attached plan).

The alley has been blocked off at either end with fences and is inaccessible to vehicular and pedestrian traffic.

To our knowledge the water ponding has not caused any damage to surrounding properties and dissipates in one or two days. Several alternatives have been reviewed by staff to alleviate this problem and they include the following:

1. fill up and grade low areas -

If the low areas were filled and graded, it would most likely channel the runoff to the low lying lots to the north which are already experiencing drainage problems. Also, this option would be extremely expensive,

Continued . . .

Request for Catch Basin
25 Mountain Avenue

Continued . . .

2. install two or three dry wells -

The installation of a catch basin in the south west corner of the property at 25 Mountain Avenue would be the most efficient solution to the problem. An easement from the owner of 25 Mountain Avenue would be required to connect to the City sewer. The owner has expressed his willingness to grant this easement. The installation of the catch basin in the alley may result in the assumption of the alley.

3. install a catch basin -

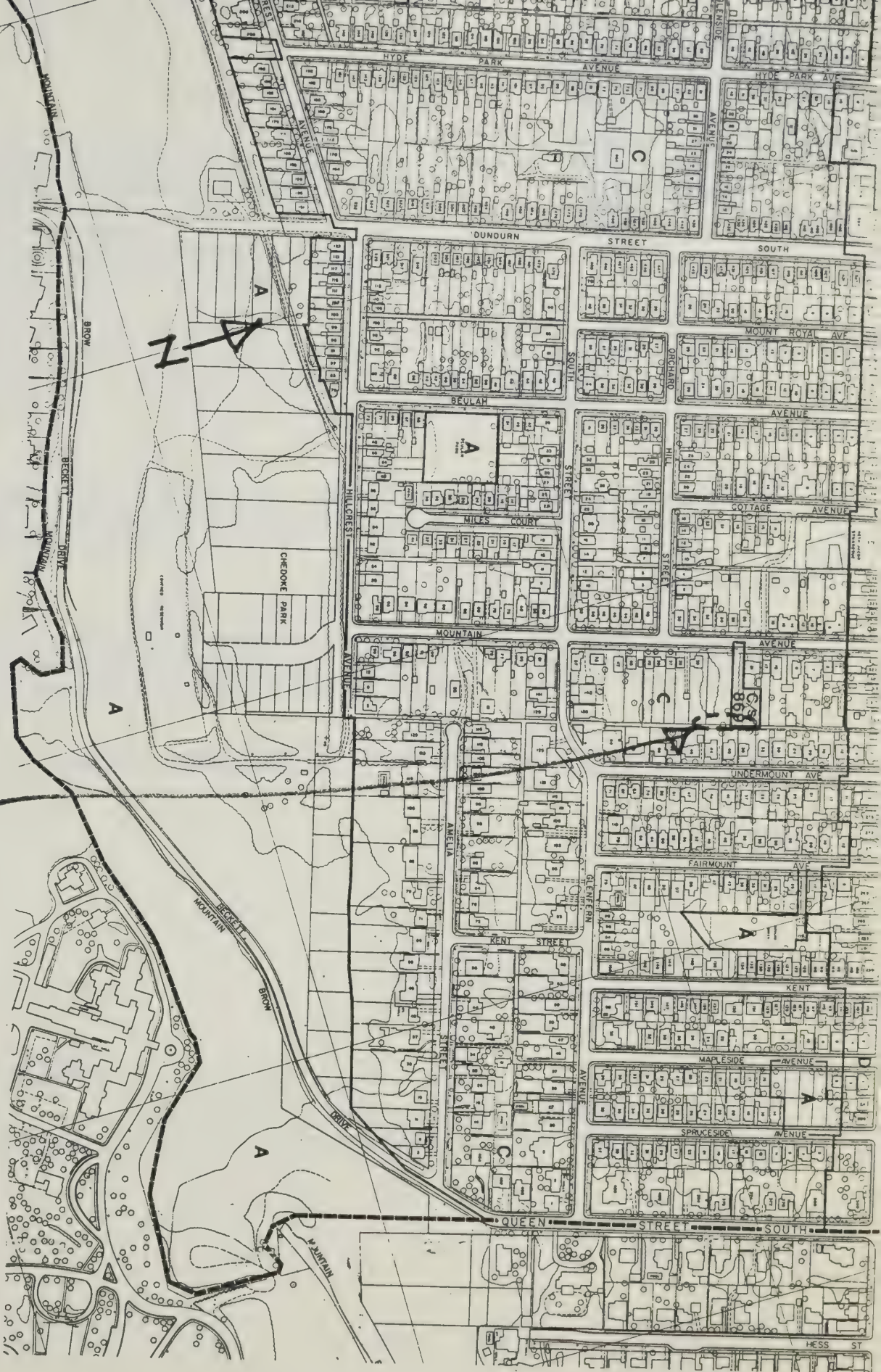
The installation of two or three dry wells on the alley in this area would alleviate the problem except during very heavy storms. The cause of the poor drainage appears to be a relatively thin layer (0.5m+) of clay below the surface of the alley. The soil below this clay layer appears to be of a pervious nature.

Because of the proximity of the homes, much of the work would have to be done by hand. We have obtained three quotations for this work and the low bid is \$14,455.40. The Current Budget has a provision of \$20,000.00 for catch basins at various locations. However, in our opinion, this drainage problem is not a serious one and has existed for many years. There are many other locations throughout the City where ponding occurs on private property during heavy runoff periods. Therefore, we recommend that no action be taken by the City to construct a catch basin on the public unassumed alley.

A/RPM:clc
ra attach.

cc: K.A. Brenner
Engineering

APPROXIMATE AREA
OF DRAINAGE PROBLEM



92	12	41
26	53	41

F O R A C T I O N

8.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

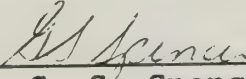
DATE: June 27, 1989
COMM FILE: 3-11.2
DEPT FILE: 800-89
ID#0350

SUBJECT:

Proposed Reconstruction of road and sidewalks on Belview Avenue from Cannon Street to approximately 75m northerly, Crown Point West, Stipeley Neighbourhood Park.

RECOMMENDATION:

- a) That the Commissioner of Engineering be authorized and directed to reconstruct the road and sidewalk on Belview Avenue from Cannon Street to approximately 75m northerly at an estimated cost of \$66,500.00.
- b) That the Coordinating Committee recommend a source of funding for the work.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS:

Sufficient funds are available in the 1989 City of Hamilton Reconstruction Program because of favourable tender prices to date this year.

Cont'd...

Page 2
June 27, 1989

Transport and Environment Committee

Cont'd...

BACKGROUND:

The Community Development Department is redeveloping residential lands on the west side of Belview Avenue, north of Cannon Street into a park under the Stipeley Crown Point West P.R.I.D.E. Program (see attached plan). A portion of Belview Avenue will be closed and utilized for park lands. Belview Avenue will be kept open from Cannon Street to approximately 75m northerly for access to the Holy Name of Jesus School parking area and one residential home remaining on the west side of the street.

The roadway and sidewalk are in need of reconstruction. It would be prudent to reconstruct this roadway and sidewalk and provide a cul-de-sac to enable vehicles to turn around easily at the north end.

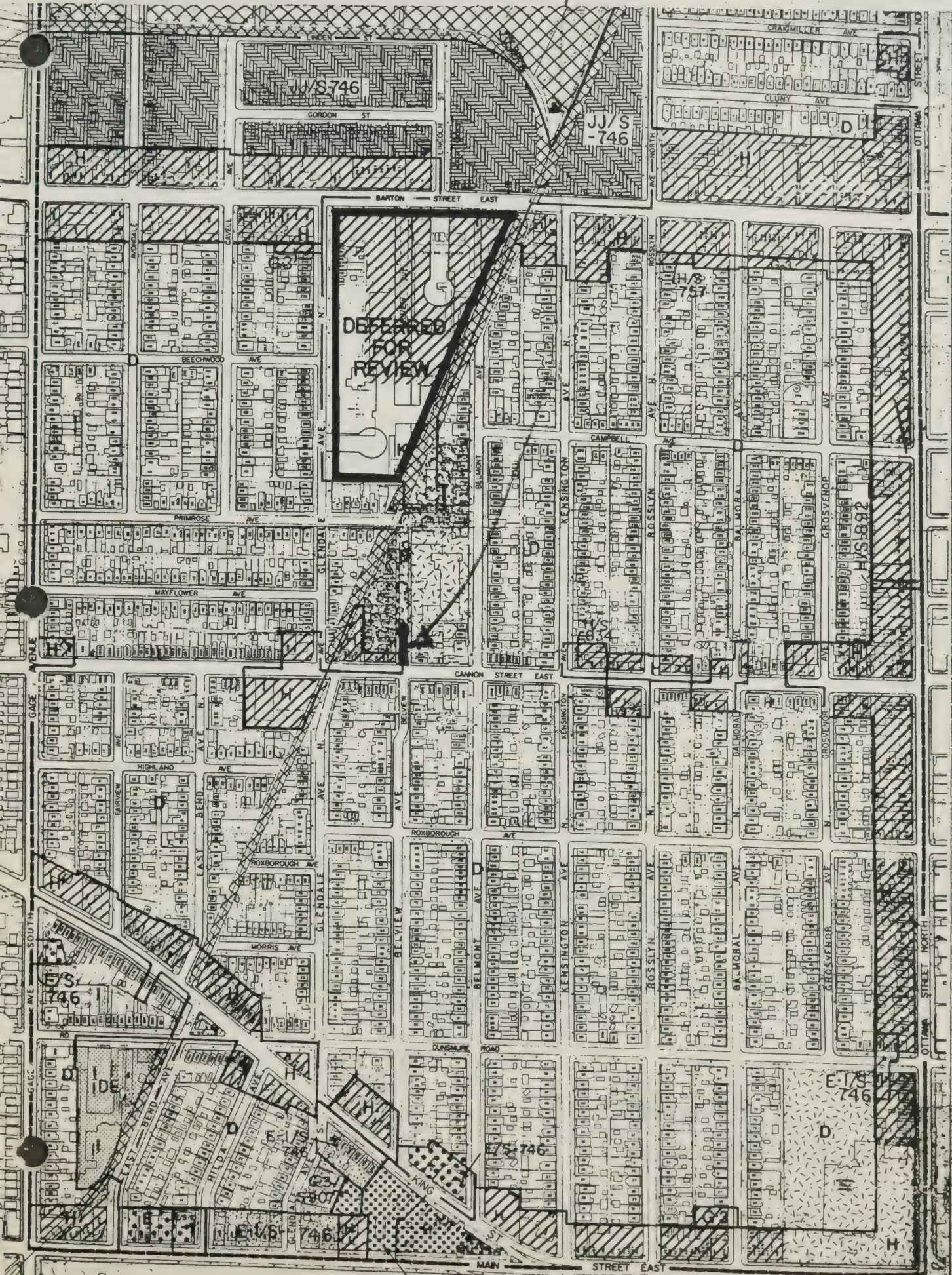
This project was not included in the 1989 Reconstruction Program, however there are sufficient residual funds available to undertake this work this year since the tender award prices have come in under the engineer's estimates.

RPM:cr
attach.

cc: Alderman B. Hinkley
cc: Alderman D. Drury
cc: J. McNeilly, Community Development
cc: K. A. Brenner, Engineering Department
cc: D. Y. Onishi, Engineering Department



Proposed roadway & sidewalk reconstruction.



NOTE:

THIS IS A
IS SUBJECT
FOR DETAIL
PLANNING D
REGIONAL M
OF HAMILTO
PRELIMINAR

- CO
- IND
- CIV
- PAI
- UTI
- COM
- Neigh
- Zonin
- Stagir

Planning OCT 13
Committee

NOV 1971	JAN 2
FEBRUARY 1972	JULY
JULY 11 1973	OCT
FEB 13 1975	
MARCH 1975	

CITY
PLAN
CROW
APE

F O R A C T I O N

9.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 JUNE 7
COMM FILE: 3-11.10.2
DEPT FILE: 802-72
ID#0245

SUBJECT:

Proposed Construction of Concrete Sidewalks on the South Side of Barton Street from Kenora Avenue to Centennial Parkway and on the North Side of Barton Street from Nash Road to Centennial Parkway.

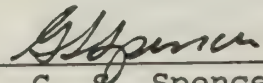
RECOMMENDATION:

(a) That the Transport and Environment Committee recommend to the Co-ordinating Committee the construction of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway and on the north side of Barton Street from Nash Road to Centennial Parkway be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of \$178,000.00 as provided for in the 1989 portion of the 1989-1993 Capital Budget as Project No. 39000 - City's Share (\$87,937.00) and Project No. 89000 - Owner's Share (\$90,062.00);

(b) That the City Treasurer be requested to recommend to the Co-ordinating Committee, the amount and source of funds to be provided for this Capital Project;

(c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.



G. S. Spencer
Commissioner of Engineering

Cont'd...

Page 2
June 12, 1989

TRANSPORT AND ENVIRONMENT COMMITTEE

Cont'd...

FINANCIAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for this work in the 1989-1993 Capital Budget.

The estimated cost per metre for an independent concrete sidewalk is \$80.00. The owners will be charged this rate per metre or the actual cost, whichever is less.

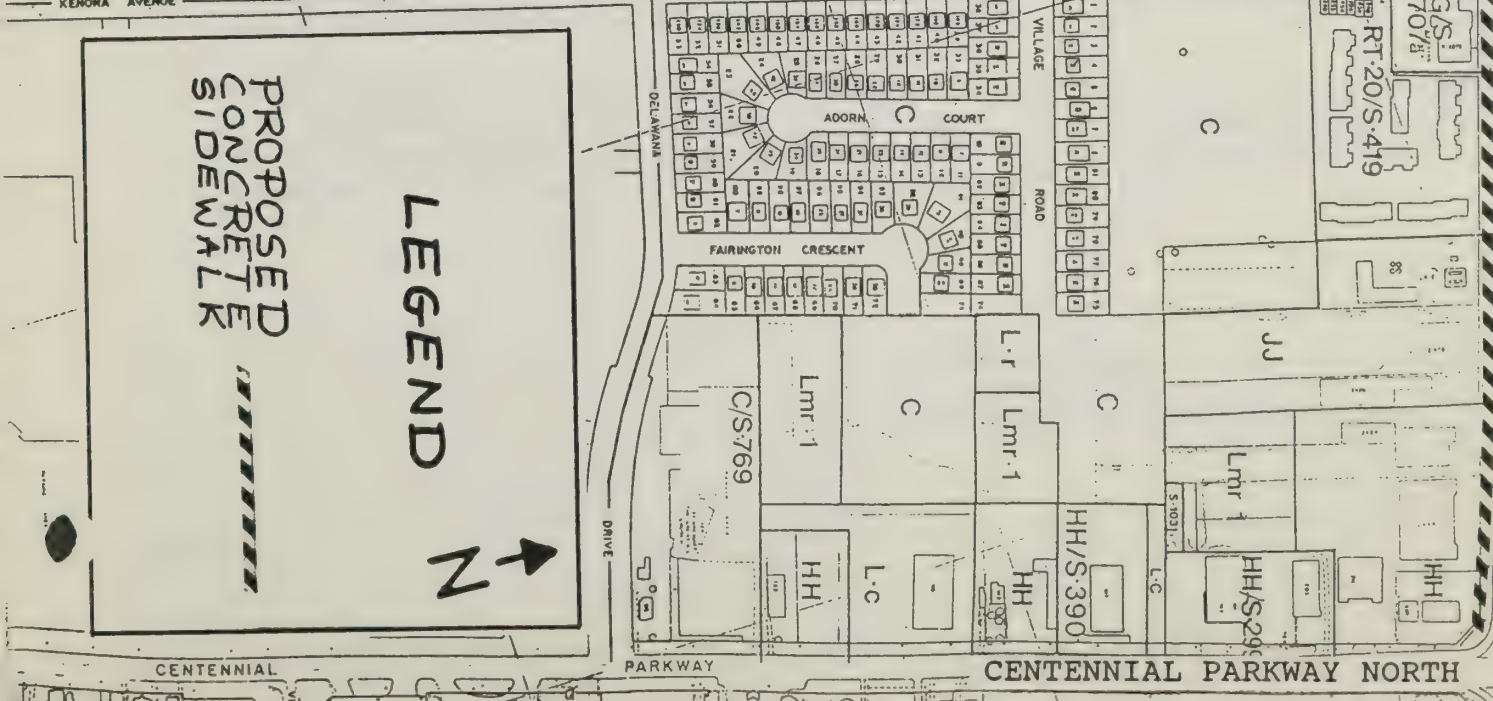
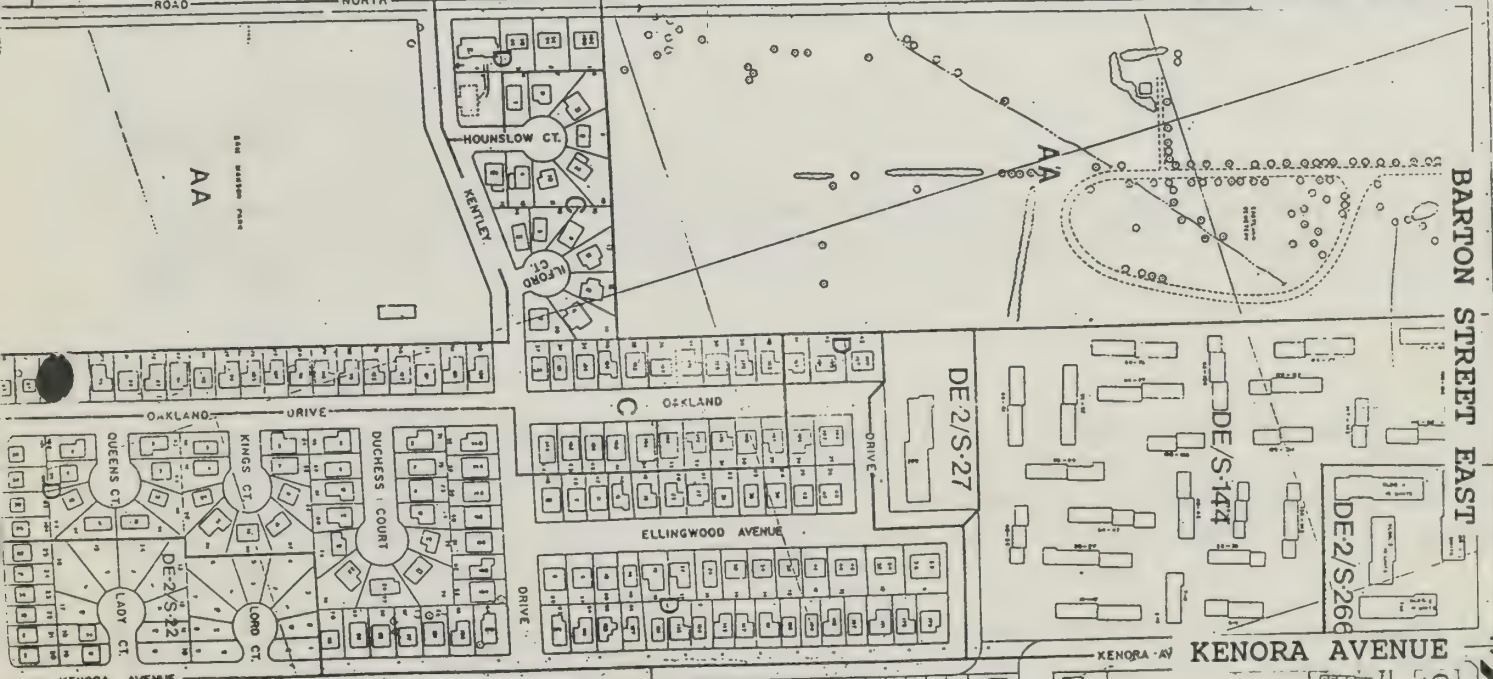
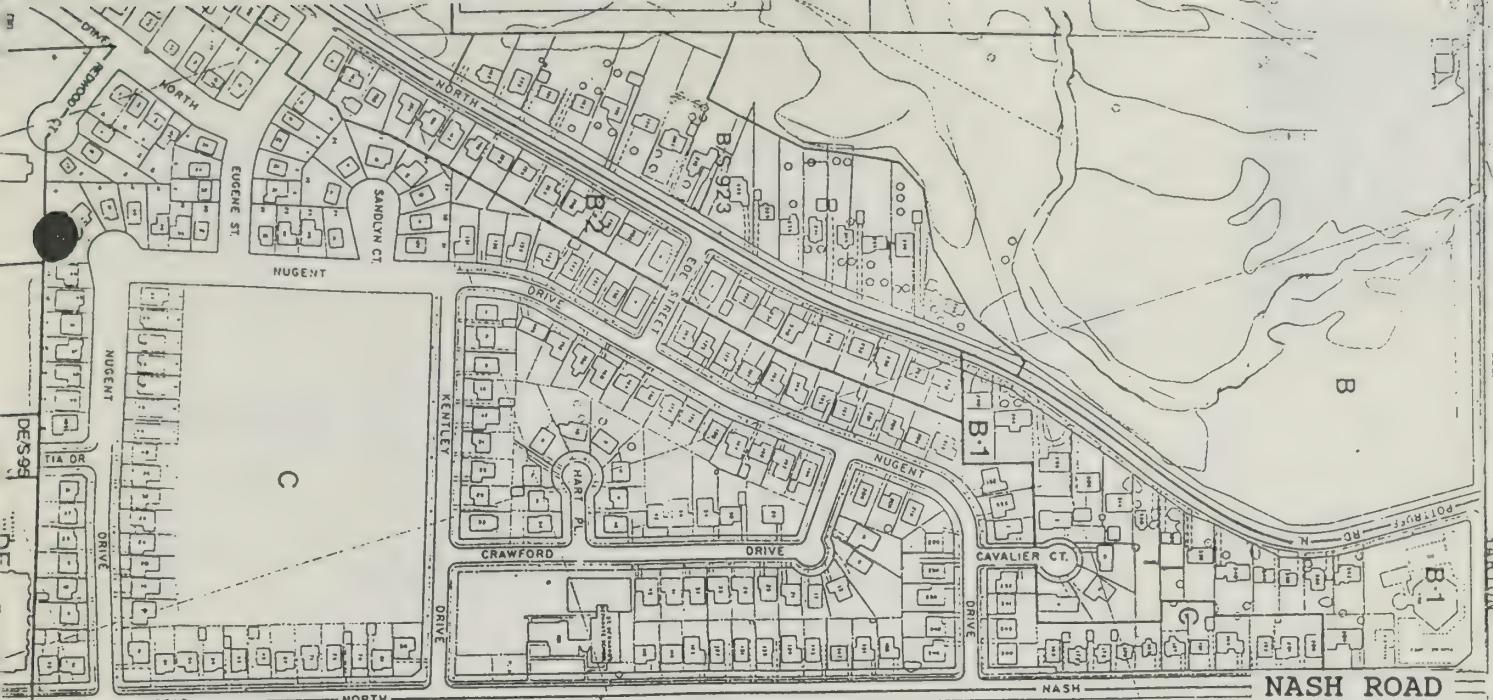
BACKGROUND:

The Region will be undertaking the reconstruction and widening of Barton Street between Nash Road and Centennial Parkway during 1989. The proposed work includes intersection improvements at the Kenora Avenue and Barton Street intersection. Sidewalks have never been constructed on the south side between Kenora Avenue and Centennial Parkway and on the north side between Nash Road and Centennial Parkway.

It would be prudent to construct the sidewalk in conjunction with the proposed roadwork. The location of the proposed work is shown on the attached plan.

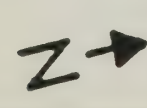
RPM:cr
Attach.

cc: K. A. Rouff, City Solicitor
cc: E. C. Matthews, City Treasurer
Att: B. Hotrum
cc: G. Lawson, Commissioner of Finance
Att: G. Jagger
cc: V. J. Abraham, Director of Local Planning
Att: Ms. C. Floraff
cc: J. Schatz, Secretary
Co-ordinating Committee



PROPOSED
CONCRETE
SIDEWALK

LEGEND



10.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

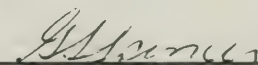
DATE: June 26, 1989
COMM FILE: 3-11.4
DEPT. FILE: S726-92
ID#0350

SUBJECT:

Proposed Shopping Centre Development at the north-west corner of Upper Wentworth Street and Fieldway Drive in the Bruleville Neighbourhood, Hamilton.

RECOMMENDATION:

1. That the City accept the deeds for Parts 1 and 2 on Reference Plan 62R-10286 for road widening purposes on Fieldway Drive, which are being dedicated to the City by the owner in accordance with the site plan requirements and the developer's solicitor is to prepare the necessary deed(s) and certify title to the City.
2. That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to incorporate Parts 1 and 2 on Plan 62R-10286 into the Fieldway Drive road allowance.
3. That the City accept a cash payment in the amount of \$51,923.45 for existing and future servicing costs on the north and east side of Fieldway Drive and the west side of Upper Wentworth Street adjacent to Parts 1, 2, 3 and 4 on Plan 62R-10286.



G. S. Spencer
Commissioner of Engineering

Cont'd...

Page 2
June 26, 1989

Cont'd...

FINANCIAL IMPLICATIONS:

The developer will be reimbursing the City for existing servicing costs, as well as paying for the future servicing costs on Fieldway Drive and Upper Wentworth Street.

BACKGROUND:

The owner of the lands to be developed, Barriview Developments Limited, have submitted a site plan for approval to develop a shopping centre at the north-west corner of Upper Wentworth Street and Fieldway Drive.

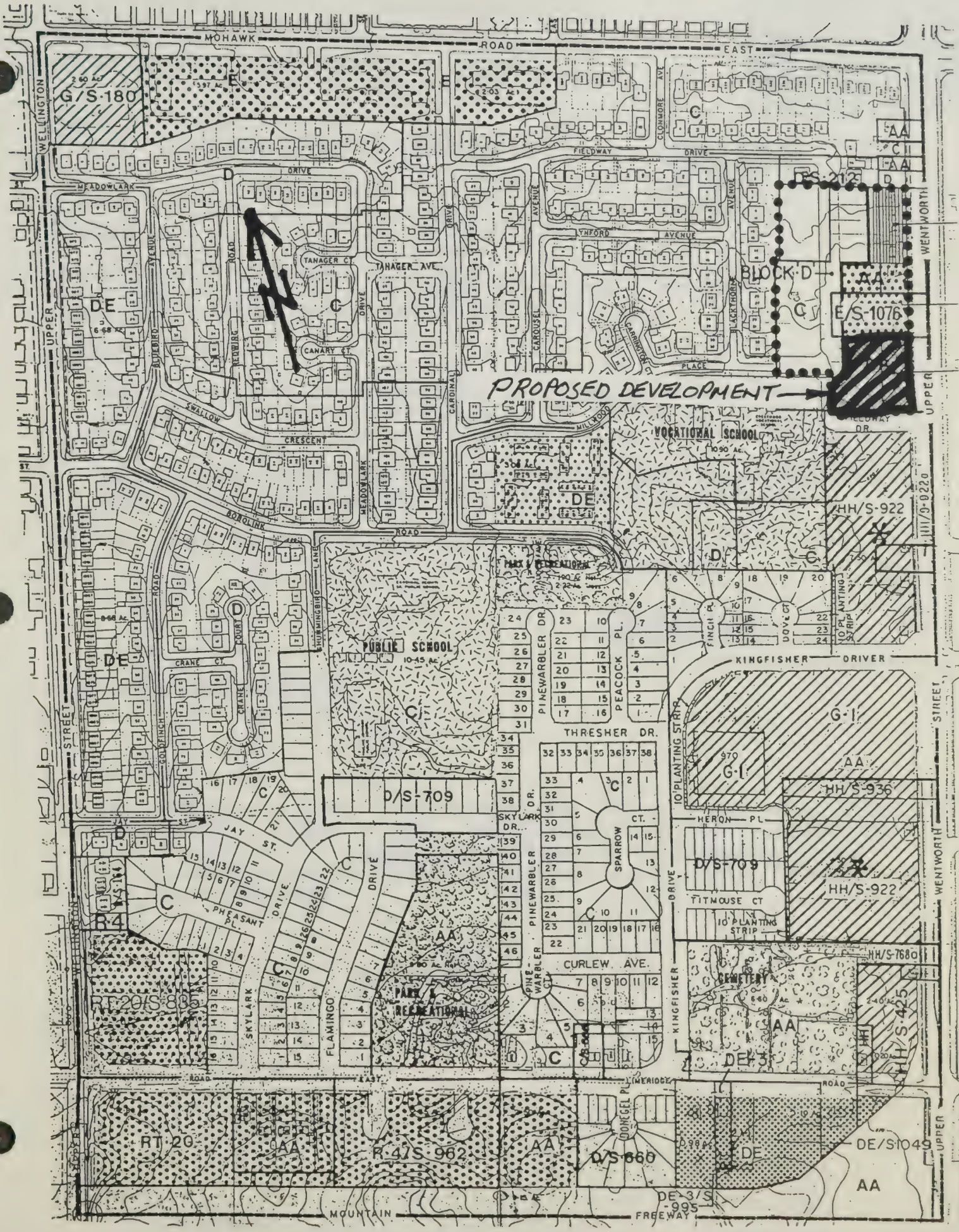
As a condition of approval the owner must dedicate to the City of Hamilton Parts 1 and 2 on Plan 62R-10286 (plan attached) for road widening purposes on Fieldway Drive.

They are also required to make a cash payment to the City in the amount of \$51,923.45 for existing and future services on Fieldway Drive adjacent to Parts 1, 2, 3 and 4 on Plan 62R-10286. A Modified Subdivision Agreement will not be required provided the owner makes the required cash payment and transfers the road widenings to the City.

It is anticipated the lands to the north of this development will develop in the next year and the services adjacent to the subject lands will be constructed at that time.

CU
CAU:cr
Attach

cc: E.C. Matthews, City Treasurer
Att: D. J. Consoli
cc: K. A. Rouff, City Solicitor's



PROPOSED DEVELOPMENT

KEY PLAN

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

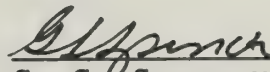
DATE: 1989 June 9
COMM FILE: 3-11.94
DEPT FILE: T103-52
ID#0227(68)

SUBJECT

Discharge of Encroachment Agreement
Royal Bank of Canada 18 - 24 James Street South, Hamilton
Pedestrian Overpass Instrument No. 259208 H.L.

RECOMMENDATIONS

1. That the applicant's request for a discharge of the encroachment agreement, registered as Instrument No. 259208 H.L., on January 2, 1964, be approved, subject to the satisfaction of the City Solicitor.
2. That the appropriate Regional signing officials be authorized to execute the City documents in relation to this discharge.
3. That the Commissioner of Finance be notified of this action.



G. S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

BACKGROUND

The agreement was entered into between the City of Hamilton and the abutting property owner in 1963. The agreement is for a Pedestrian Overpass linking 18 - 24 James Street South (G.W. Robinsons) to 29 - 31 King Street West (Robinson Budget Store) above the public assumed alley between the properties.

Continued . . .

-page 2-
1989 June 9

Discharge of Encroachment Agreement

Continued . . .

The property has been sold, and the solicitor involved in the sale has informed us that Pedestrian Overpass was demolished in 1986. A site visit by staff confirms that the overpass is no longer there, therefore, the existing agreement may be discharged.

 JKC/KWP:clc

F O R A C T I O N

12.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

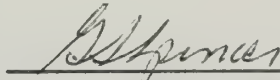
DATE: 14 June 1989
COMM FILE:
DEPT FILE: S708-53
ID#0043D

SUBJECT:

To Incorporate certain City owned lands into Astonwood Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 110, Plan 62M-583 into Astonwood Drive.



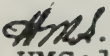
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Block 110, Plan 62M-583 and it is necessary that this block be incorporated into Astonwood Drive to provide access to and from a soon to be Registered Plan of Subdivision adjacent and to the south, commonly known as Highridge Hills - Stage Two.


HMS:lj

13(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 JUNE 2
COMM FILE: 3-11.5
DEPT FILE: T103-50(748)

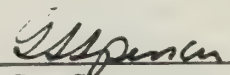
SUBJECT:

Inadvertent Encroachment Agreement
205 Rosslyn Avenue South

RECOMMENDATION

That the application of Mr. George J. Parker, Solicitor, on behalf of the present owner of 205 Rosslyn Ave. South, to retain the inadvertent encroachment consisting of House and Garage Eaves measuring 12.22m(40.1') x 0.46m (1.5') and 5.63m (18.47') x .26m(.85') and a cantilever measuring 3.96m (13') x .77m (2.5')x 2.29m (7.5') be approved during the pleasure of City Council provided:

- a) That the owner enter into an agreement satisfactory to the city Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G.S. Spencer
commissioner of Engineering

-Page 2-

May 15, 1989

Cont'd

Inadvertent Encroachment Agreement
355/357 MacNab Street North

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrances(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 JKC:lm

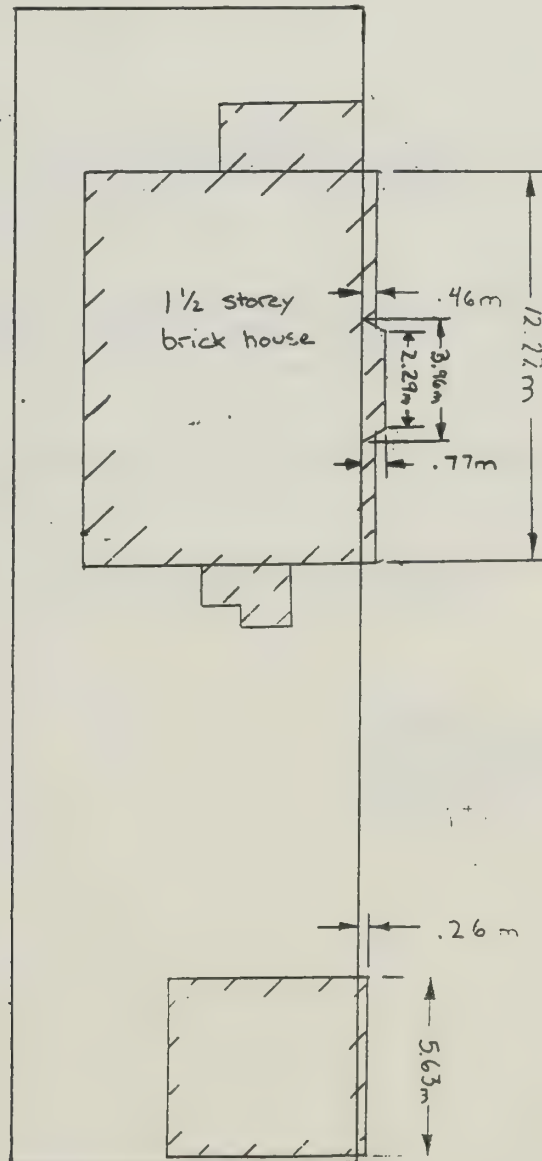
cc: L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(748)

205 Rosslyn Avenue South

Rosslyn Avenue South



Balmoral Avenue

* NOTE : THIS IS NOT A PLAN OF SURVEY

F O R A C T I O N

13(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 June 9
COMM FILE: 3-11.54
DEPT FILE: T103-50(749)
ID#0227(64)

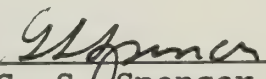
SUBJECT

Inadvertent Encroachment Agreement
129 Emerald Street South

RECOMMENDATION

That the application of Joe Lavie, the present owner of 129 Emerald Street South, to retain the inadvertent encroachment consisting of concrete steps measuring 0.38m (1.24') x 1.52m (5.0') be approved during the pleasure of City Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

Continued . . .

-page 2-
1989 June 9

Inadvertent Encroachment Agreement
129 Emerald Street South

Continued . . .

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

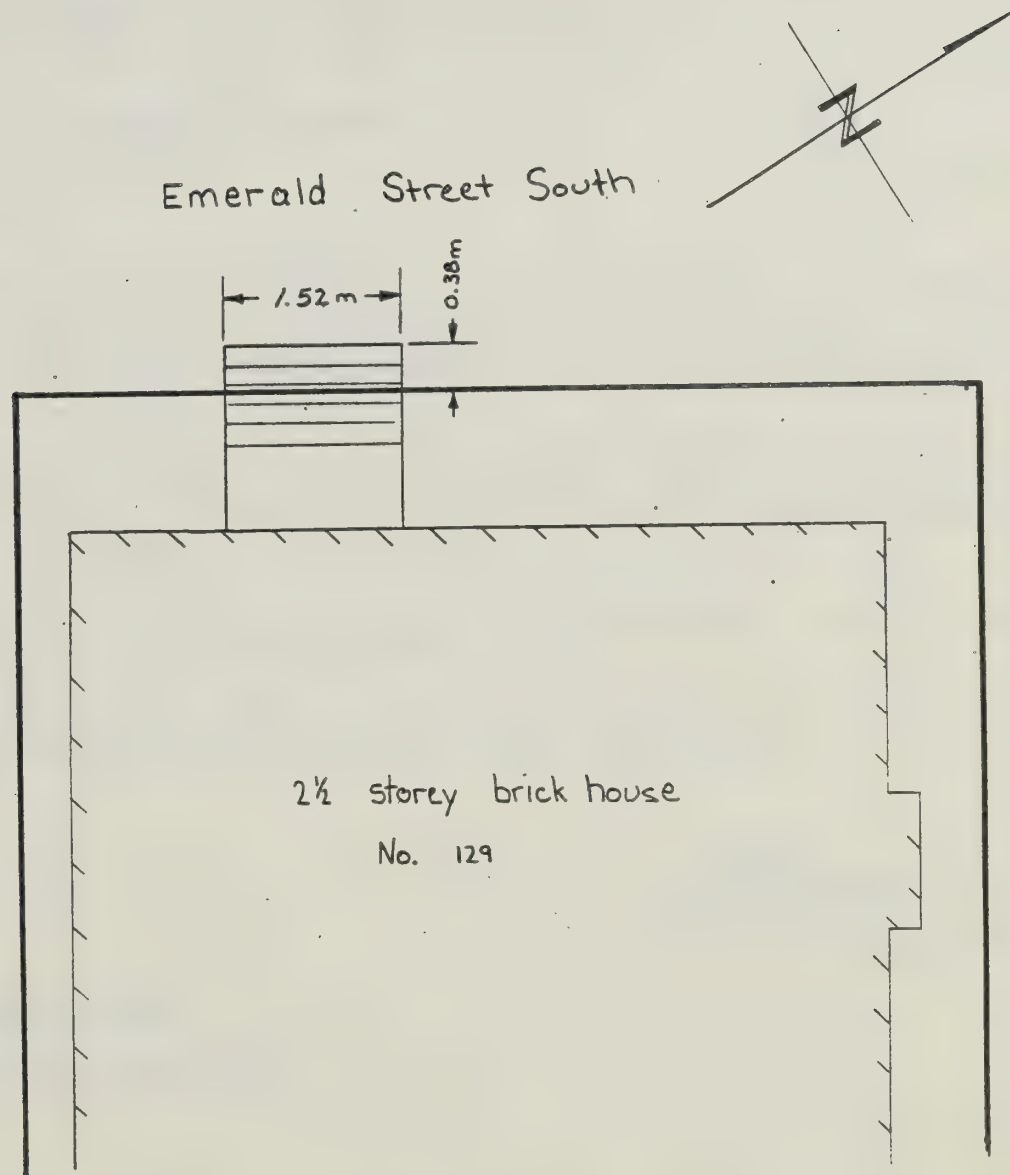
 JKC/KWP:clc

cc: L. Farr, City Solicitors Department

SCHEDULE "B"
SKETCH OF "WORKS"

T-103-55(749)

129 Emerald Street South



Note: This is not a plan of survey

F O R A C T I O N

13cc

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 JUNE 12
COMM FILE: 3-11-5
DEPT FILE: T103-50(703)
I.D.#1561D(8)

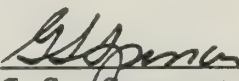
SUBJECT

Inadvertent Encroachment Agreement
377 Emerald Street North

RECOMMENDATION

That the application of Michael W. Fowler, Solicitor on behalf of the present owner of 377 Emerald Street North, to retain the inadvertent encroachment consisting of a concrete stoop measuring 1.91m (6.25') x 0.23m (.75')

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege; and,
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

-page 2-
June 12, 1989

Inadvertent Encroachment Agreement
377 Emerald Street North

Cont'd...

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

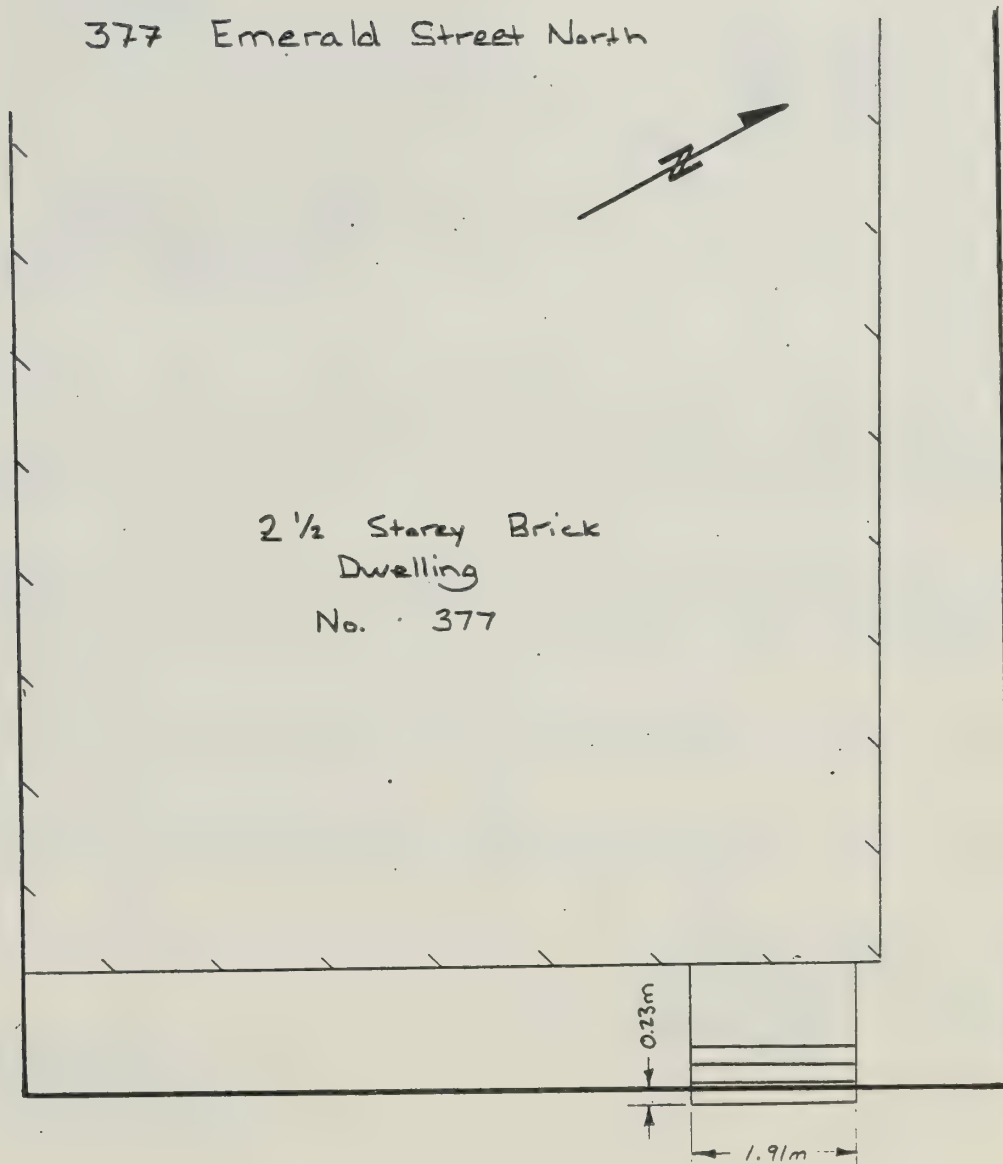
JKC/KWP:md

cc: L. Farr, City Solicitor's Department

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50()

377 Emerald Street North



Emerald Street North

* NOTE : THIS IS NOT A PLAN OF SURVEY

F O R A C T I O N

13cd)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 July 12
COMM FILE:
DEPT FILE: T103-50 (775)
ID#1623(27)

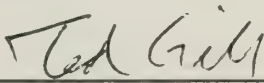
SUBJECT

Inadvertent Encroachment Agreement
177/179 Young Street, Hamilton

RECOMMENDATIONS

That the application of Alphonse Lanza, Solicitor, on behalf of the present owner of 177/179 Young Street to retain the inadvertent encroachment consisting of 1 storey insul-brick dwelling measuring 1.18m x 11.09m be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$105.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.


for G. S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "recommendation".

Continued . . .

-page 2-
1989 July 12

Inadvertent Encroachment Agreement
177/179 Young Street, Hamilton

Continued . . .

BACKGROUND

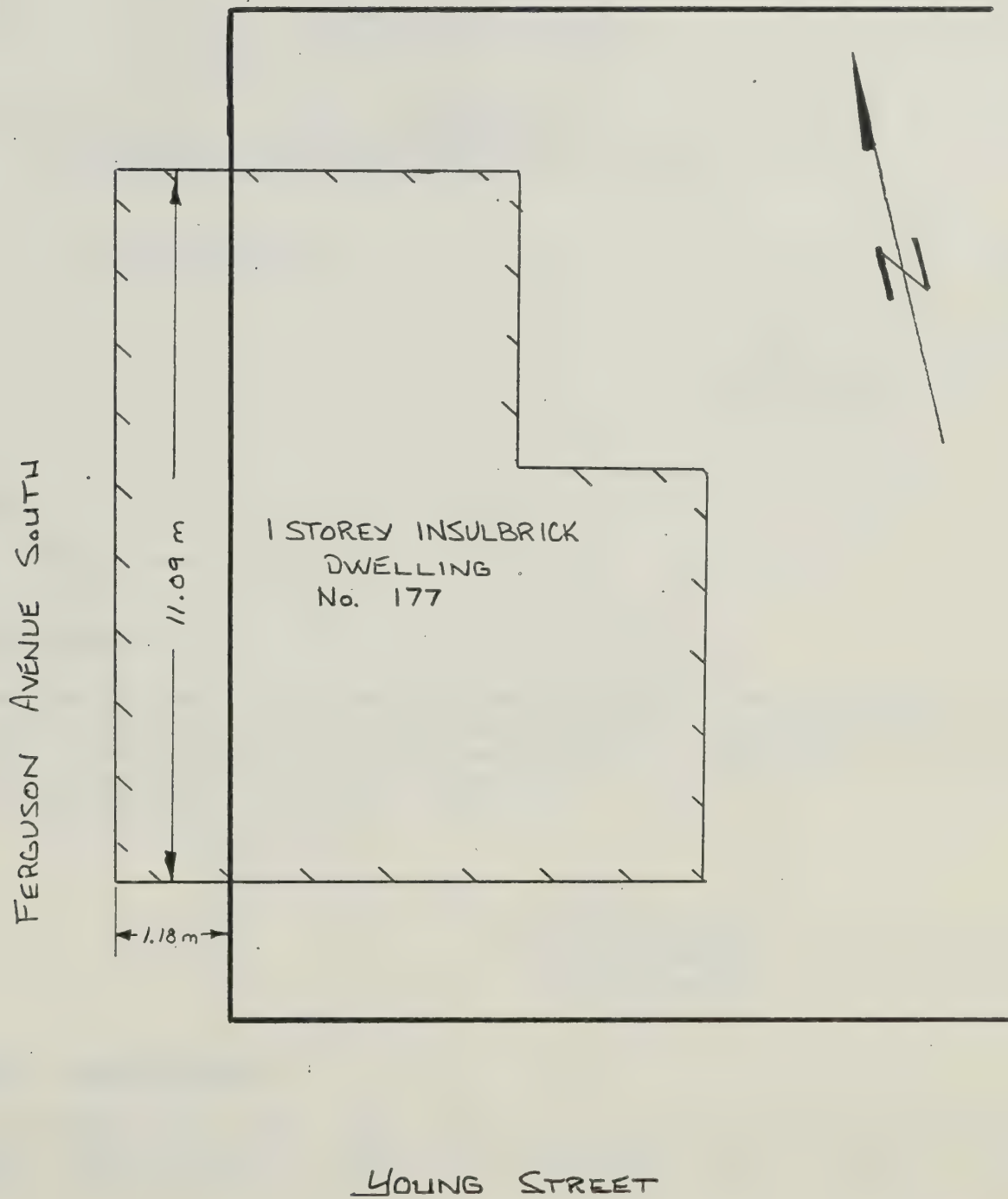
The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 JKC:ms

cc: L. Farr, City Solicitors Department

SKETCH OF "WORKS"177/179 YOUNG STREET

* NOTE : THIS IS NOT A PLAN OF SURVEY

14.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

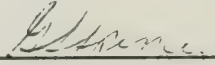
DATE: June 16, 1989
COMM FILE:
DEPT FILE: S718-53

SUBJECT:

Red Hill Manor Survey #2.

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute the release of easement for Part of Parcel 31-2, Section SALT 4(c) designated as Parts 2, 3, and 4 on Plan 62R-8901 and registered as Instrument No.25 1971CD, prepared by Sharpe, Inglis and Litwiller.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The recommendation does not involve any City cost as the discharge documents were prepared by the applicant, the original cost was previously collected.

Cont'd...

Page 2
June 16, 1989

TRANSPORT AND ENVIRONMENT

Cont'd...

BACKGROUND:

The City of Hamilton acquired for Municipal purposes, certain easements for servicing purposes in the Red Hill Manor Survey #2 area, which is located east of Mount Albion Road. All recoverable cost collection and permanent easements and road right-of-ways were dealt with through the subdivision agreement since the aquisition.

In the final sheet and lot-layout 3 small parcels of the original easements remained on future front yard because of minor changes in planned lay-out. These parts serve no practical purpose and just are unnecessary encumbrances on title. For this reason it is recommended they be discharged.

KAB:cr

cc: K. Rouff, Legal Department

FOR ACTION

15.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

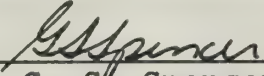
DATE: June 28, 1989
COMM FILE:
DEPT FILE: S718-30
ID#0350

SUBJECT:

Rexford Survey (Plan 62M-455) and Rexford Heights Phase 2 Subdivisions,
City of Hamilton.

RECOMMENDATION:

- a) That the extension of Robson Crescent and Rexford Drive, including watermain and sidewalks, which were part of the works in Rexford Survey (Plan 62M-455), be constructed in conjunction with works in Rexford Heights Phase 2 Subdivision, and
- b) That the City's share of the costs at the estimated cost of \$450.00 be approved, and that the Executive Committee recommend the source of funding.


G. S. Spencer

Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The increase in costs is due to the increase in construction cost since 1987, and the cost of providing additional catch basins to improve surface drainage.

Cont'd...

Page 2
June 28, 1989

Transport and Environment Committee

Cont'd...

Cost sharing is to be in accordance with the arrangements contained in the Agreement between the City of Hamilton and the subdivider of Rexford Survey.

The estimated increase in costs is to be shared as follows:

\$4,450.00	- Subdivider
<u>450.00</u>	- City
\$4,900.00	- Total
=====	

The original approval was for \$38,319.00. A portion of the City's share is recoverable at the time of development of the lands that are abutting the street extensions.

BACKGROUND:

The westerly extensions of Robson Crescent and Rexford Drive were included in the schedule of works for Rexford Survey. In accordance with the subdivision agreement, constructions were to be completed in 1988. However, constructions would not service abutting lands until development of these lands take place.

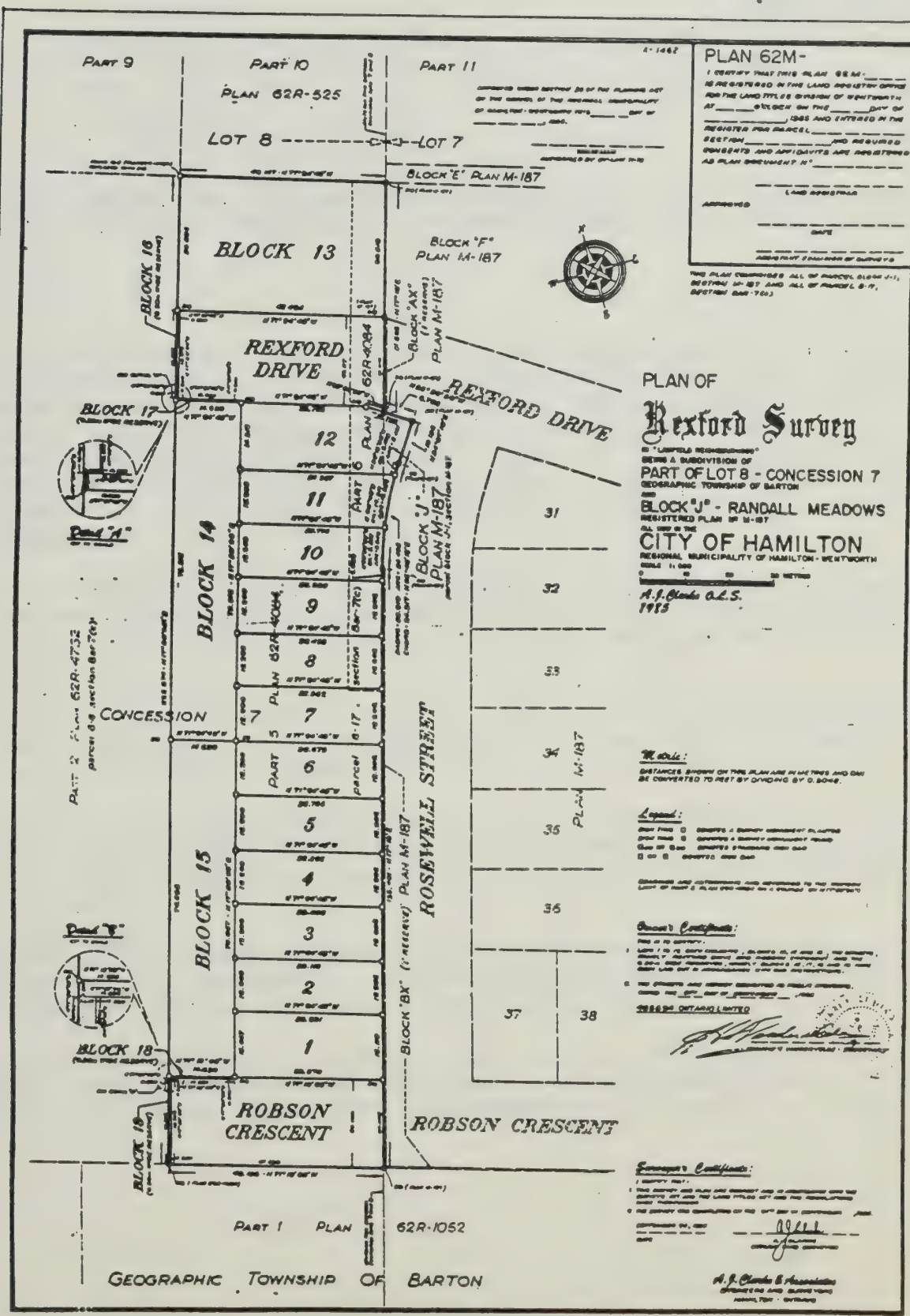
It is therefore reasonable to construct the extensions in conjunction with the works in Rexford Heights Phase 2 which are now planned for this year.

The costs of the works has increased since 1987. However, the subdivider has agreed to pay his share of the increase. The costs of the works are to be paid directly to the contractor on Rexford Heights Phase 2.

HS:cr

cc: J. Schatz, Secretary, Executive Committee
cc: E. Matthews, City Treasurer
cc: B. Hotrum, Treasury Department

SCHEDULE "A"



F O R A C T I O N

16(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 June 28
COMM FILE:
DEPT FILE: S719-57

SUBJECT

Plan of Subdivision for "STONERIDGE ESTATES", Hamilton, located east of Upper Wentworth Street and south of Stone Church Road in the Butler Neighbourhood.

RECOMMENDATIONS

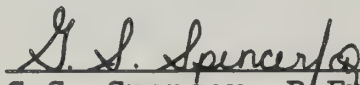
- a) That the submitted Schedules for the estimated cost of services in "STONERIDGE ESTATES", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owners, Spallacci Construction Limited and Spallacci and Sons Limited. These lands are located east of Upper Wentworth Street and south of Stone Church Road in the Butler Neighbourhood. The total estimated cost of services for this development is \$391,933.12.
- b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owners, Spallacci Construction Limited and Spallacci and Sons Limited.
- c) The approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at this own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- e) That the City's share for the cost of services for the development (\$188,489.89) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- f) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Part 1 on reference plan 62R-9570 as the public road allowance for the southerly extension of Acadia Drive.

Continued . . .

Plan of Subdivision for "STONERIDGE ESTATES"

Continued . . .

- g) (i) That the City accept title to the lands required for the future Emperor Avenue road allowance and the 0.3m reserves, from Rymal Square Developments Inc. This land (described as Parts 1, 2, 3, 4 and 5 on a plan of reference as prepared by J. David Peters, O.L.S. and numbered S-7165) is being transferred to the City by its' owner and the owner's solicitor is to prepare the necessary deed and certify title to the City.
- (ii) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Emperor Avenue (Parts 1 and 2 on a plan of reference as prepared by J. David Peters, O.L.S. and numbered S-7165 and Parts 16 and 18 on plan 62R-9968) as a public road allowance and after the plan of subdivision for "STONERIDGE ESTATES" has been registered.
- (iii) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Emperor Avenue pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.


G.S. Spencer, P. Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "STONERIDGE ESTATES" is as follows:

<u>Type of Work</u>	<u>Amount to be Financed</u>
Catch Basins and Connections	\$ 21,133.26
Sidewalks and Curbs	\$ 36,527.25
Final Roads	\$124,675.16
Dead-End Barricades	\$ 571.22
<u>Street Lighting</u>	<u>\$ 5,583.00</u>
Total City Share	<u>\$188,489.89</u>

Continued . . .

Plan of Subdivision for "STONERIDGE ESTATES"

Continued . . .

A portion of the City's share (\$44,126.50) is non-recoverable. This is attributable to the use of extra strength asphalt on Acadian Drive and extra strength and extra width asphalt on Emperor Avenue.

The remaining portion (\$144,363.39) is recoverable from adjacent land owners on the west side of the northerly extension of Acadia Drive and the south side of Emperor Avenue. A portion of the recoverable costs on Acadia is immediately recoverable from the Separate School Board.

The estimated cost of the Subdivider's share of the City services is estimated to be \$203,443.23.

BACKGROUND

Clause 16(b) of the Twentieth Report of the Planning and Development Committee, and adopted by City Council at its meeting held on October 11, 1988 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owners of these lands are Spallacci and Sons limited and Spallacci Construction Limited. Copies of the Engineer's estimates for the cost of services, Schedule "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by Urbex Management Limited and J. David Peters, O.L.S. respectively have been submitted to Regional Engineering for approval.

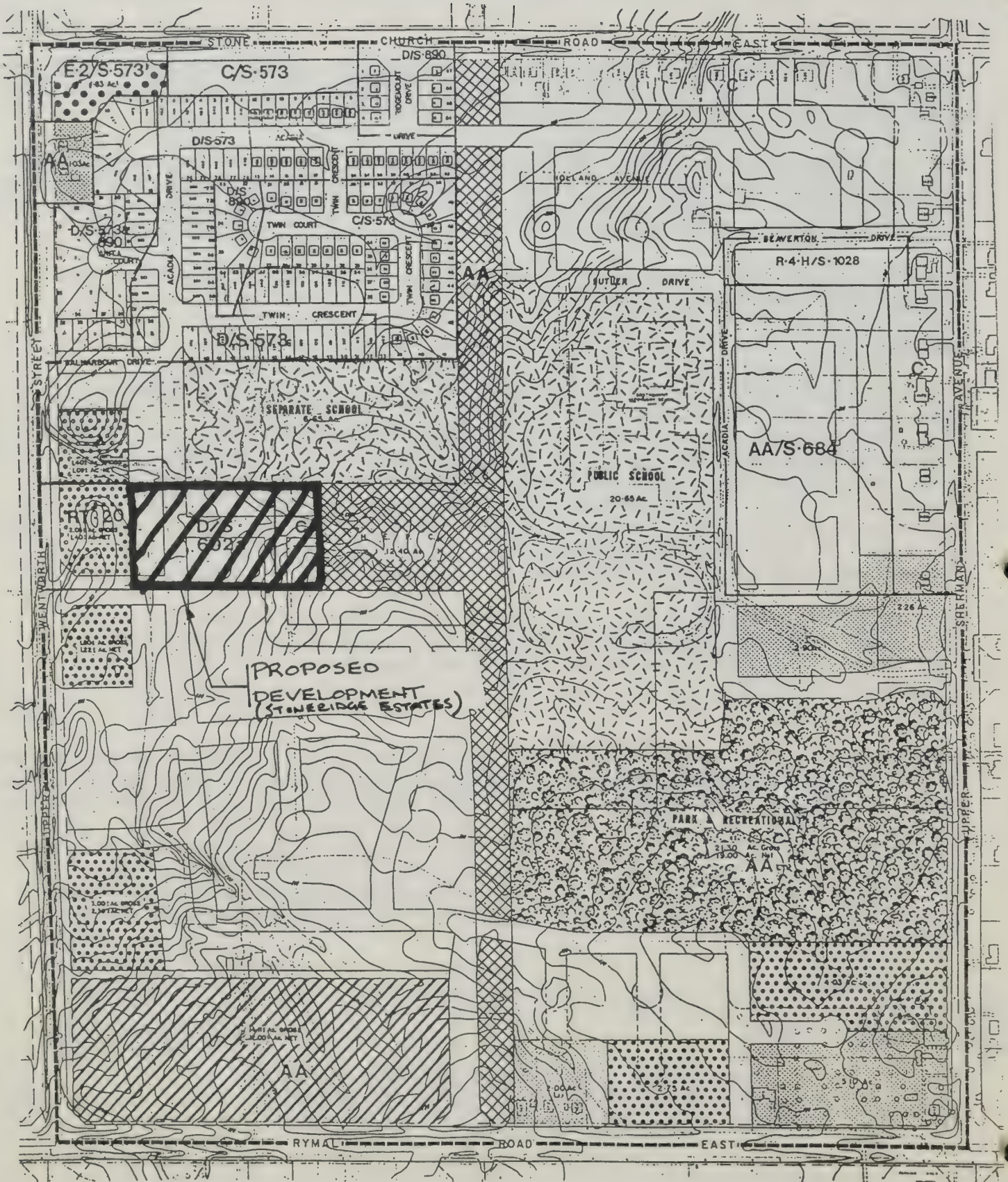
For the information of the Committee, the lands required for the southerly extension of Acadia Drive, Part 1 on Plan 62R-9570 were previously transferred to the City from the Separate School Board in September of 1988. We are now recommending this be opened by By-Law as a public road allowance.

Furthermore, the lands for the northerly portion of Emperor Avenue, Parts 16 and 18 on plan 62R-9968 were previously transferred to the City as part of another development. The lands required for the southerly portion of Emperor Avenue, Parts 1, 2, 3, 4 and 5 as shown on a plan of Reference prepared by J. David Peters and numbered S-7165 are being transferred to the City from the owner, Rymal Square Developments Inc. We are now recommending Parts 1 and 2 be established as a public road allowance, by By-Law after the plan for "STONERIDGE ESTATES" has been registered.

CAU:clc
attach.

cc: J. Shatz, Secretary, Co-ordinating Committee
cc: E.C. Matthews, City Treasury: Att: B. Hotrum
cc: M.A. Chidley, Regional Surveyor

N.T.S.



F O R A C T I O N

16 (b)

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

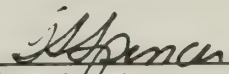
DATE: 1989, July 6
COMM FILE: 3-11.4
DEPT FILE: S723-47
ID#1561(23)

SUBJECT

Plan of Subdivision for "Wisemount Forest Survey - Phase 5", Hamilton, located west of Upper Kenilworth Avenue and north of Limeridge Road in the Lisgar Neighbourhood.

RECOMMENDATION

- i) That the submitted schedules for the estimated cost of services in "Wisemount Forest Survey - Phase 5", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Kenilworth Avenue and north of Limeridge Road in the Lisgar Neighbourhood. The total estimated cost of services for this development is \$153,427.13.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, S. Wise Construction Limited.
- iii) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- v) That the City Solicitor be authorized and directed to prepare the necessary By-Law to:
 - (a) incorporate the 0.3m reserve, Block 14, on Plan 62M-570, into the Paris Avenue road allowance after the Plan of Subdivision for "Wisemount Forest Survey - Phase 5" has been registered,


AA G.S. Spencer
Commissioner of Engineering

Cont'd

-Page 2-
July 5, 1989

Plan of Subdivision for "Wisemount Forest Survey - Phase 5", Hamilton, located west of Upper Kenilworth Avenue and north of Limeridge Road in the Lisgar Neighbourhood.

Cont'd

FINANCIAL CONSIDERATIONS

The Subdivider is to pay the total cost of the municipal services to be installed for this development. The estimated cost for services is \$153,427.13.

BACKGROUND

Clause 4(b) of the Nineteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on September 27, 1983 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is S. Wise Construction Limited.

Copies of the Engineer's estimates for the cost services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of ten (10) lots for residential use.

For the information of the Committee, there is one (1) 0.3 metre reserve abutting this development which is required to be incorporated into the road allowance of Paris Avenue in conjunction with the registration of this plan. The reserve is as follows:

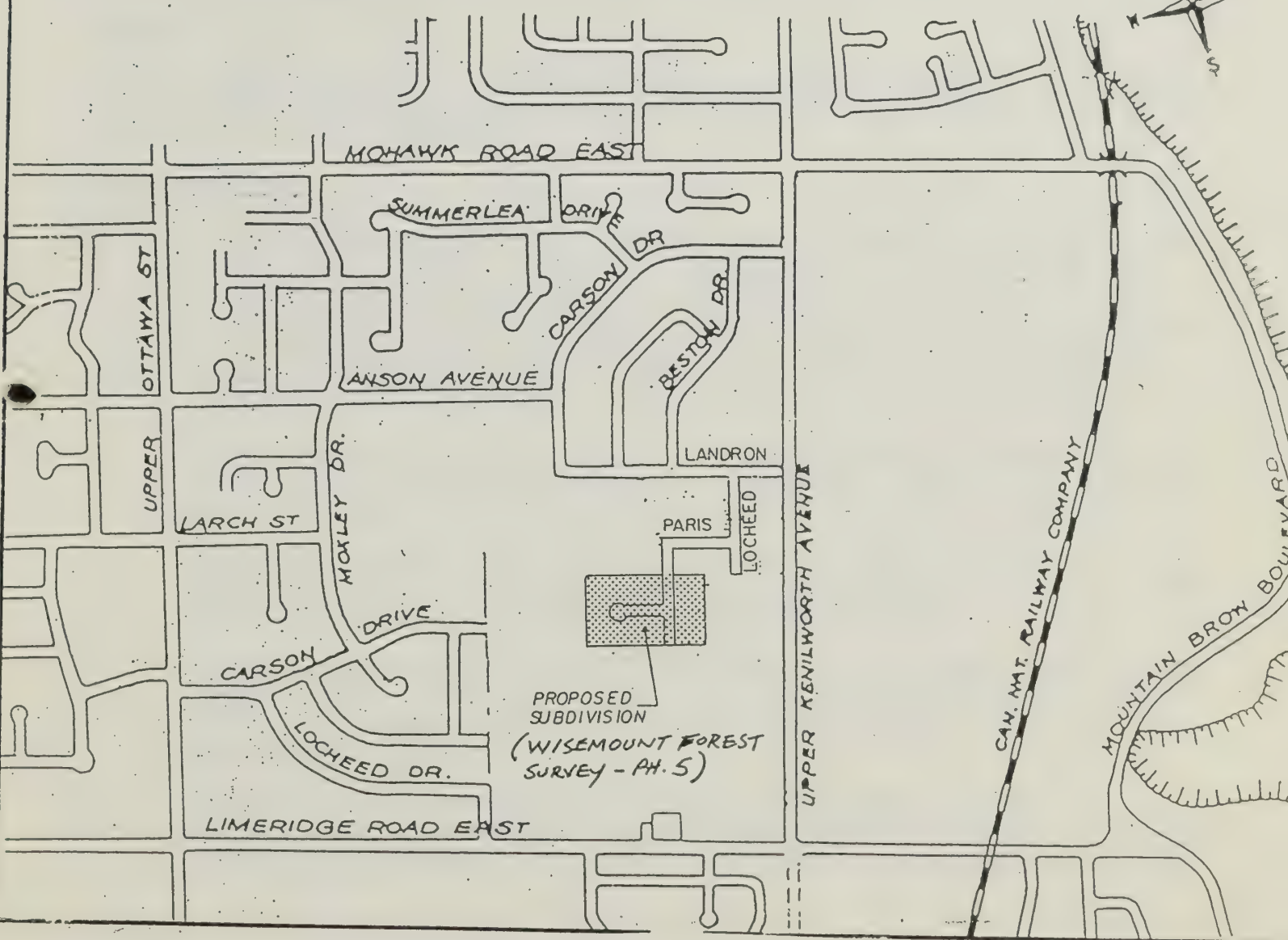
- a) Block 14, Plan 62M-570; to be incorporated into the Paris Avenue road allowance,

It is being recommended that the 0.3m reserve be incorporated into the road allowance immediately following the registration of the plan for "Wisemount Forest Survey - Phase 5".

 DVC:klv

cc: K.A. Rouff, City Solicitor
M.A. Chidley, Regional Surveyor

KEY PLAN



F O R A C T I O N

16cc

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989, July 6
COMM FILE: 3-11.4
DEPT FILE: S712-25
I.D.1613(50)

SUBJECT

Plan of Subdivision for "Lillian Heights - Phase 2", Hamilton located east of the Upper Gage Avenue extension south of Rymal Road East in the Broughton East Neighbourhood.

RECOMMENDATION


- i) That the submitted schedules for the estimated cost of services in "Lillian Heights - Phase 2", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of the Upper Gage Avenue extension and south of Rymal Road East in the Broughton Neighbourhood. The total estimated cost of services for this development is \$968,437.50.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Lillian Heights Developments Inc.
- iii) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- v) That the City's share of the cost of services for the development (\$16,128.00) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

Cont'd...

Plan of Subdivision "Lillian Heights - Phase 2", Hamilton

Cont'd...

- vi) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to:
- (a) incorporate the 0.3 reserve, Block 44, on Plan 62M-614, into the Ossington Drive road allowance after the Plan of Subdivision for "Lillian Heights - Phase 2" has been registered,
 - (b) incorporate the 0.3m reserve, Block 45 on Plan 62M-614, into the Broughton Avenue road allowance, after Plan of Subdivision for "Lillian Heights - Phase 2", has been registered,
- vii) That the City Subdivision Agreement include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-Law and Council policy.


G. B. Spencer
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Lillian Heights - Phase 2" is as follows:

<u>TYPES OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Final Roadways	\$ 16,128.00
 TOTAL	 \$ 16,128.00

The City's share (\$16,128.00) is attributable to extra depth asphalt on Broughton Avenue and Cadham Boulevard and is not recoverable in the future.

The estimated Subdivider's share of cost of services is \$952,309.50.

Cont'd...

Plan of Subdivision "Lillian Heights - Phase 2", Hamilton

Cont'd...

BACKGROUND

Clause 3(b) of the Fourteenth Report of the Planning and Development Committee, and adopted by City Council at its meeting held on July 28, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Lillian Heights Developments Inc.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F", and "G, and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of one hundred thirty-eight (138) lots for residential use.

For the information of the Committee, there are two (2) 0.3 metre reserves abutting this development which are required to be incorporated into the road allowances of Ossington Drive and Broughton Avenue, in conjunction with the registration of this plan. These reserves are as follows:

- a) Block 44, Plan 62M-614; to be incorporated into the Ossington Drive road allowance,
- b) Block 45, Plan 62M-614; to be incorporated into the Broughton Avenue road allowance,

It is being recommended that these 0.3m reserves are to be incorporated into the respective road allowances immediately following the registration of the plan for "Lillian Heights - Phase 2".

Also, a portion of these lands (Lots 1 to 30 and 53 to 138 inclusive) are included in an "R4" Zoning District which permits the Developer to construct "Zero Lot Line" style dwellings. Maintenance Easements should be established under these situations.

Cont'd...

-Page 4-

July 6, 1989

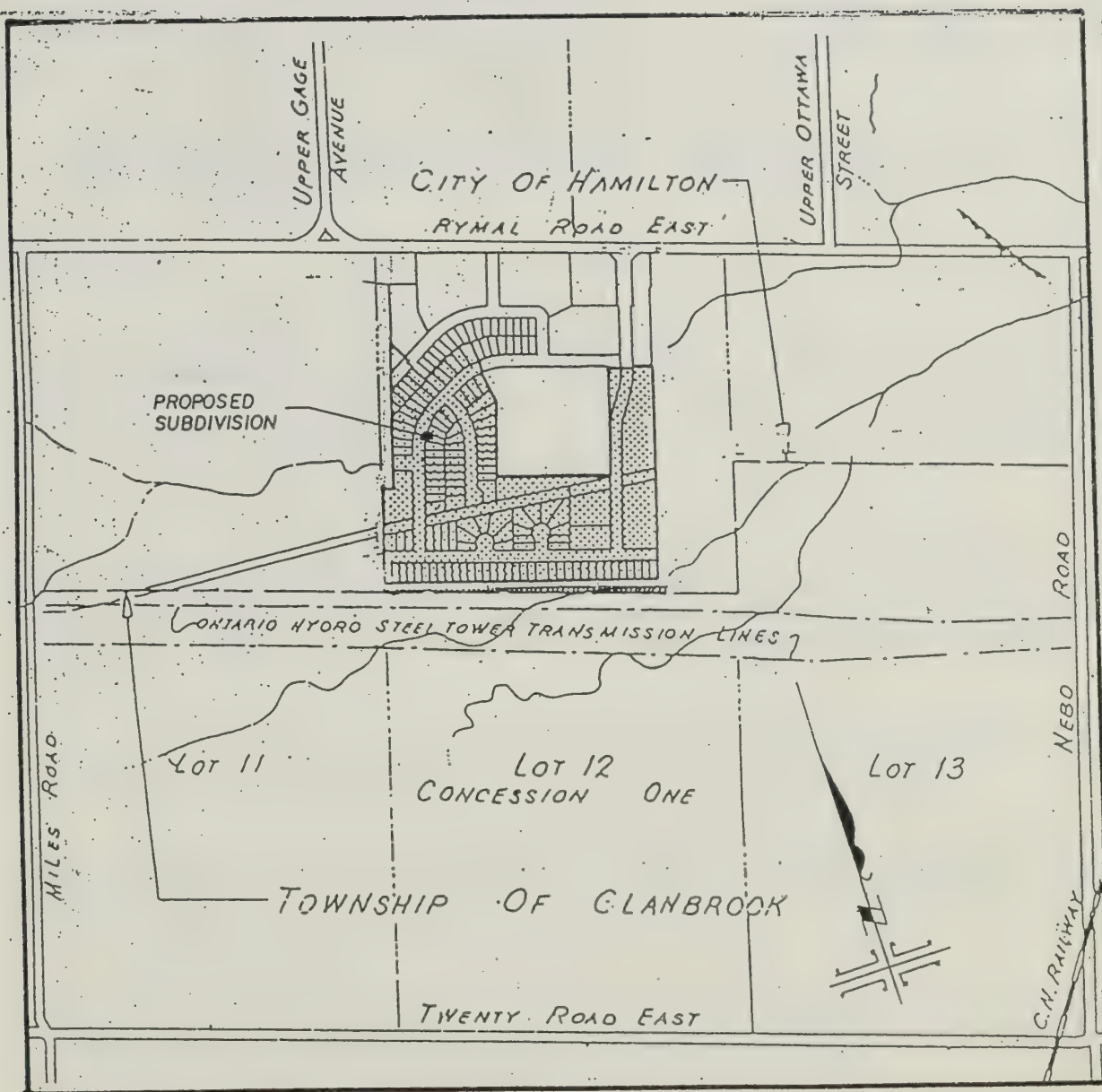
Plan of Subdivision "Lillian Heights - Phase 2", Hamilton

BACKGROUND, Cont'd...

City's Solicitor's Office has requested that Council be notified when Maintenance Easements are required within a plan of subdivision. Staff have also requested a resolution be adopted which would make the necessary provisions in the City subdivision agreement, to have the Maintenance Easements established by the Developer.

 DVC:jd

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E. C. Matthews, City Treasurer, Att: B. Hotrum
cc: R. Douglas, Regional Surveyor's Office
cc: K. A. Rouff, City Solicitor



KEY PLAN N.T.S.

F O R A C T I O N

16ca)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 July 6
COMM FILE: 3-11.4
DEPT FILE: S718-64
ID#0227(64)

SUBJECT

Plan of Subdivision for "Randall Estates - Phase 6", Hamilton, located east of Upper Sherman Avenue and north of Stone Church Road East in the Randall Neighbourhood.

RECOMMENDATION

- i) That the submitted schedules for the estimated cost of services in "Randall Estates - Phase 6", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Sherman Avenue and north of Stone Church Road East in the Randall Neighbourhood. The total estimated cost of services for this development is \$221,310.56.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the City of Hamilton and the owners, Robert Shelley Construction Limited, Sunshine Construction Inc. and DiCenzo Construction Company Limited.
- iii) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- v) That the City's share of the cost of services for the development (\$88,465.00) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

Continued . . .

Plan of Subdivision for "Randall Estates - Phase 6", Hamilton

Continued . . .

- vi) That the City Solicitor be authorized and directed to prepare the necessary By-Law (s) to:
- (a) incorporate the 0.3m reserve, Block 20, on Plan 62M-551, into the Rondeau Street road allowance after the Plan of Subdivision for "Randall Estates - Phase 6" has been registered,
 - (b) Incorporate that portion of Block 84, Plan 62M-603, parallel to the easterly side of Alconbury Drive and adjacent to the flankage of Lot 1 and Rexford Drive, into the Alconbury Drive road allowance after the Plan of Subdivision for Randall Estates - Phase 6 has been registered.
- vii) That the City Subdivision Agreement includes the necessary provisions which require the Developer to establish maintenance Easements in all locations as required by the Zoning By-Law and Council policy.
- viii) (a) That the City accept title to the lands required for the Normajean Avenue road allowance and part of the Rexford Drive road allowance. This land (described as Parts 2, 3, and 4 on Reference Plan 62R-10203) is being transferred to the City by its' owners and the owner's solicitor is to prepare the necessary deeds and certify title to the City.
- (b) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Part of Rexford Drive (Part 2, Plan 62R-10203) as a public road allowance after the plan of subdivision for "Randall Estates - Phase 6" has been registered.
 - (c) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Normajean Avenue (Parts of Parts 3 and 4 on Reference Plan 62R-10203) as a public road allowance, after the plan of subdivision for "Randall Estates - Phase 6" has been registered.


Note: The City will retain 0.3m reserves along portions of the east and west sides of Normajean Avenue. The remaining portions of Parts 3 and 4, Plan 62R-10203 will be established as a road allowance.

Continued . . .

Plan of Subdivision for "Randall Estates - Phase 6", Hamilton

Continued . . .

- ix) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Normajean Avenue pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.


G.S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Randall Estates - Phase 6" is as follows:

<u>Type of Work</u>	<u>Amount to be Financed</u>
Catch Basins and Connections	\$13,470.00
Sidewalks and Curbs	\$13,582.00
Final Roads	\$58,643.00
Street Lighting	\$ 1,500.00
Seeding	<u>\$ 1,270.00</u>
Total City Share	\$88,465.00

A portion of the City's share (\$33,390.00) is associated with extra depth and extra width asphalt on Rexford Drive and Normajean Avenue. These monies are not recoverable in the future. The remaining portion (\$55,075.00) is associated with reserves to be established on Normajean Avenue and the monies will be recoverable in the future.

The estimated Subdivider's share of the cost of services is \$132,845.56.

BACKGROUND

Clause 3(A) of the Twenty-second Report of the Planning and Development Committee, and adopted by City Council at its meeting held on July 30, 1985, recommend that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owners of these lands are Robert Shelley Construction Limited, Sunshine Construction Inc. and DiCenzo Construction Company Limited.

Continued . . .

Plan of Subdivision for "Randall Estates - Phase 6", Hamilton

Continued . . .

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of fourteen (14) lots for residential use and two (2) blocks for future residential use.

For the information of the Committee, there are two 0.3m reserves abutting this development which are required to be incorporated into the road allowances of Rondeau Street and Alconbury Drive in conjunction with the registration of this plan. These reserves are as follows:

- a) Block 20, Plan 62M-551; to be incorporated into the Rondeau Street road allowance,
- b) Part of Block 84, Plan 62M-603; to be incorporated into the Alconbury Drive road allowance, (being that part of Block 84 adjacent to the westerly limit of this plan).

It is being recommended that these 0.3m reserves be incorporated into the respective road allowances immediately following the registration of the plan for "Randall Estates - Phase 6".

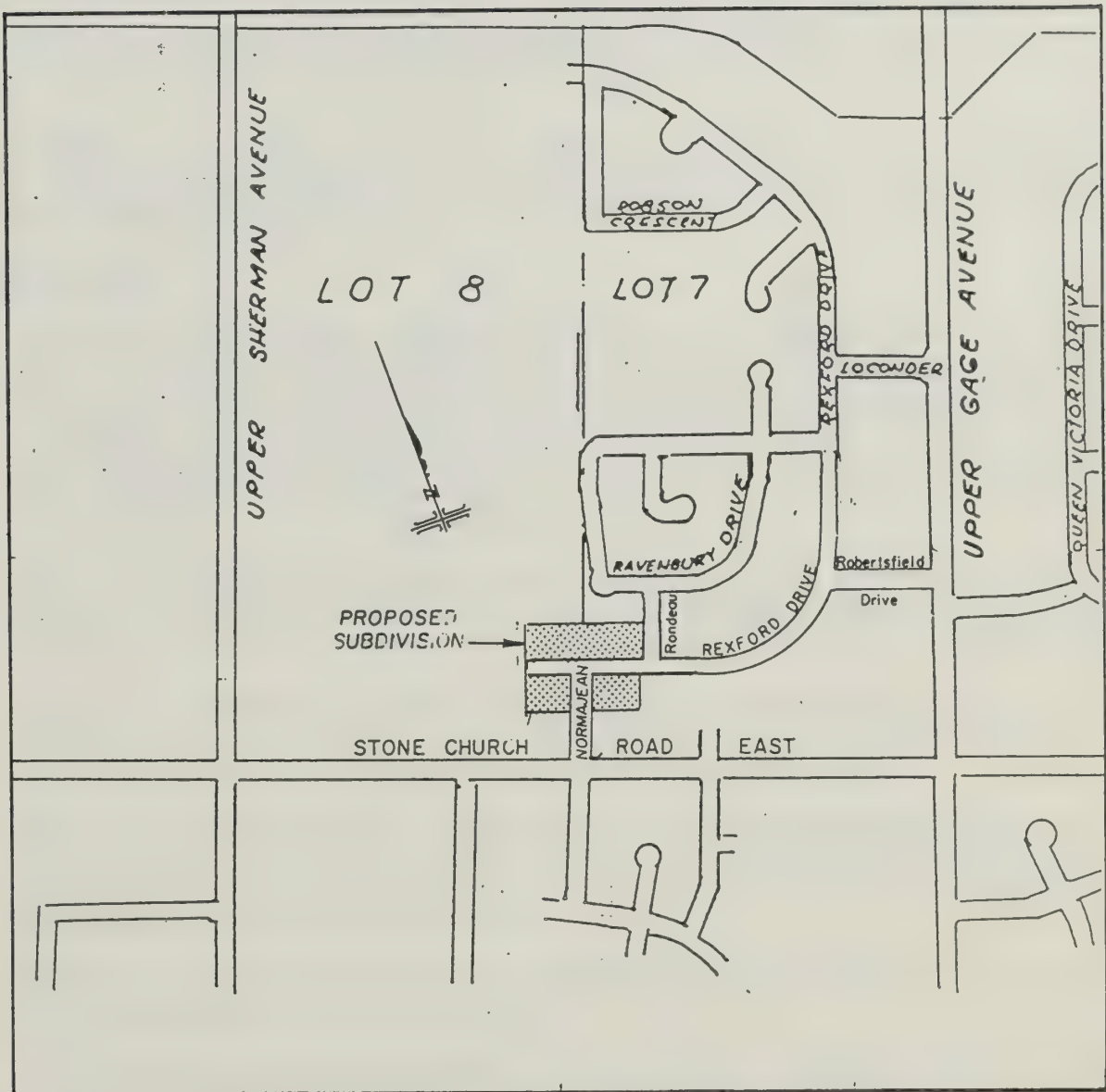
For the Committee's information, the City will be acquiring Part 2, Plan 62R-10203 for part of Rexford Drive and Parts 3 and 4, Plan 62R-10203 for Normajean Avenue. Since Normajean Avenue is to be established onto a Regional Road (Stone Church Road East) it is necessary that the City apply to the Region for the necessary approvals.

Also, these lands are included in an "R4" Zoning District which permits the Developer to construct "Zero Lot Line" style dwellings. Maintenance Easements should be established under these situations.

The City Solicitor's Office has requested that Council be notified when Maintenance Easements are required within a plan of subdivision. Staff have also requested a resolution be adopted which would make the necessary provisions in the City subdivision agreement, to have the Maintenance Easements established by the Developer.

 DVC:clc

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E.C. Matthews, City Treasurer, Att: B. Hotrum
cc: R. Douglas, Regional Surveyor's Office
cc: K.A. Rouff, City Solicitor



KEY PLAN

F O R A C T I O N

1600

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989, July 6
COMM FILE: 3-11.4
DEPT FILE: S719-60
I.D.1613(45)

SUBJECT

Plan of Subdivision for "Silverton Avenue Subdivision", Hamilton, located west of Upper Ottawa Street and north of Rymal road in the Templemead Neighbourhood.

RECOMMENDATION

- i) That the submitted schedules for the estimated cost of services in "Silverton Avenue Subdivision", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood. The total estimated cost of services for this development is \$48,741.05.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, 712176 Ontario Limited (Joseph DiCenzo).
- iii) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- v) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to:
 - (a) incorporate the reserve, Parts 8 & 9 on Plan 62R-6969 into the Silverton Avenue road allowance after the Plan of Subdivision for "Silverton Avenue Subdivision" has been registered,

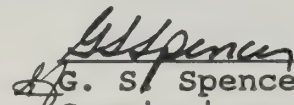
Cont'd...

-Page 2-
July 6, 1989

Plan of Subdivision for "Silverton Avenue Subdivision", Hamilton, located west of Upper Ottawa Street and north of Rymal road in the Templemead Neighbourhood.

RECOMMENDATION, Cont'd...

- (b) incorporate the 0.305m reserve, Parts 2, 4 and 6 on Plan 62R-4121 into the Independence Drive road allowance, after the plan of Subdivision for "Silverton Avenue Subdivision" has been registered.


G. S. Spencer
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

For the information of the Committee, most of the City services required for this development have been installed previously. Recoveries for the cost of these services will be provided for in the City subdivision agreement. The submitted engineering schedules are providing for missing services and lot grading.

The Subdivider is to pay the total cost of the municipal services to be installed for this development. The estimated cost for services is \$48,741.05.

BACKGROUND

Clause 14(b) of the First Report of the Planning and Development Committee, as adopted by City Council at its meeting held on January 12, 1988 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is 712176 Ontario Limited (Joe DiCenzo).

Copies of the Engineer's estimates for the cost services, Schedules "E", "F" and "G" as prepared by Upper Canada Consultants and copies of the proposed Final Survey Plan as prepared by Edward Barich, O.L.S. have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of thirteen (13) lots for residential use.

Cont'd...

-Page 3-
July 6, 1989

Plan of Subdivision for "Silverton Avenue Subdivision", Hamilton, located west of Upper Ottawa Street and north of Rymal road in the Templemead Neighbourhood.

BACKGROUND, Cont'd...

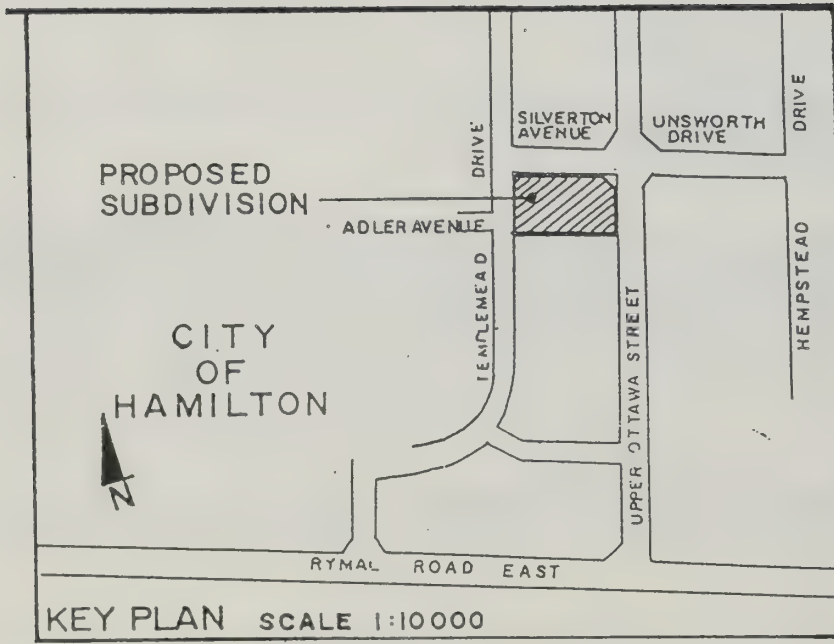
For the information of the Committee, there are some reserves abutting this development which are required to be incorporated into the road allowances of Silverton Avenue and Templemead Drive in conjunction with the registration of this plan. These reserves are as follows:

- a) Parts 8 & 9 Plan 62R-6969; to be incorporated into the Silverton Avenue road allowance,
- b) Parts 2, 4 and 6, Plan 62R-4121; to be incorporated into the Templemead Drive road allowance.

It is being recommended that these reserves be incorporated into the respective road allowance immediately following the registration of the plan for "Silverton Avenue Subdivision".

 DVC:jd

cc: K. A. Rouff, City Solicitor
cc: M. A. Chidley, Regional Surveyor



F O R A C T I O N

17.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

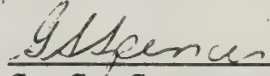
DATE:
COMM FILE: 3-11.2
DEPT FILE: RHW-89-45
ID#1623(32)

SUBJECT

Proposed reconstruction of road and sidewalks on Callie Road from Viceroy Court to East 16th Street, Hill Park Neighbourhood.

RECOMMENDATIONS

- a) That the Commissioner of Engineering be authorized and directed to reconstruct the road and sidewalk on Callie Road from Viceroy Court to East 16th Street, in conjunction with the construction of storm relief sewers and watermains by the Region, at an estimated cost of \$150,000.00.
- b) That the Coordinating Committee recommend a source of funding for the work.



G. S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

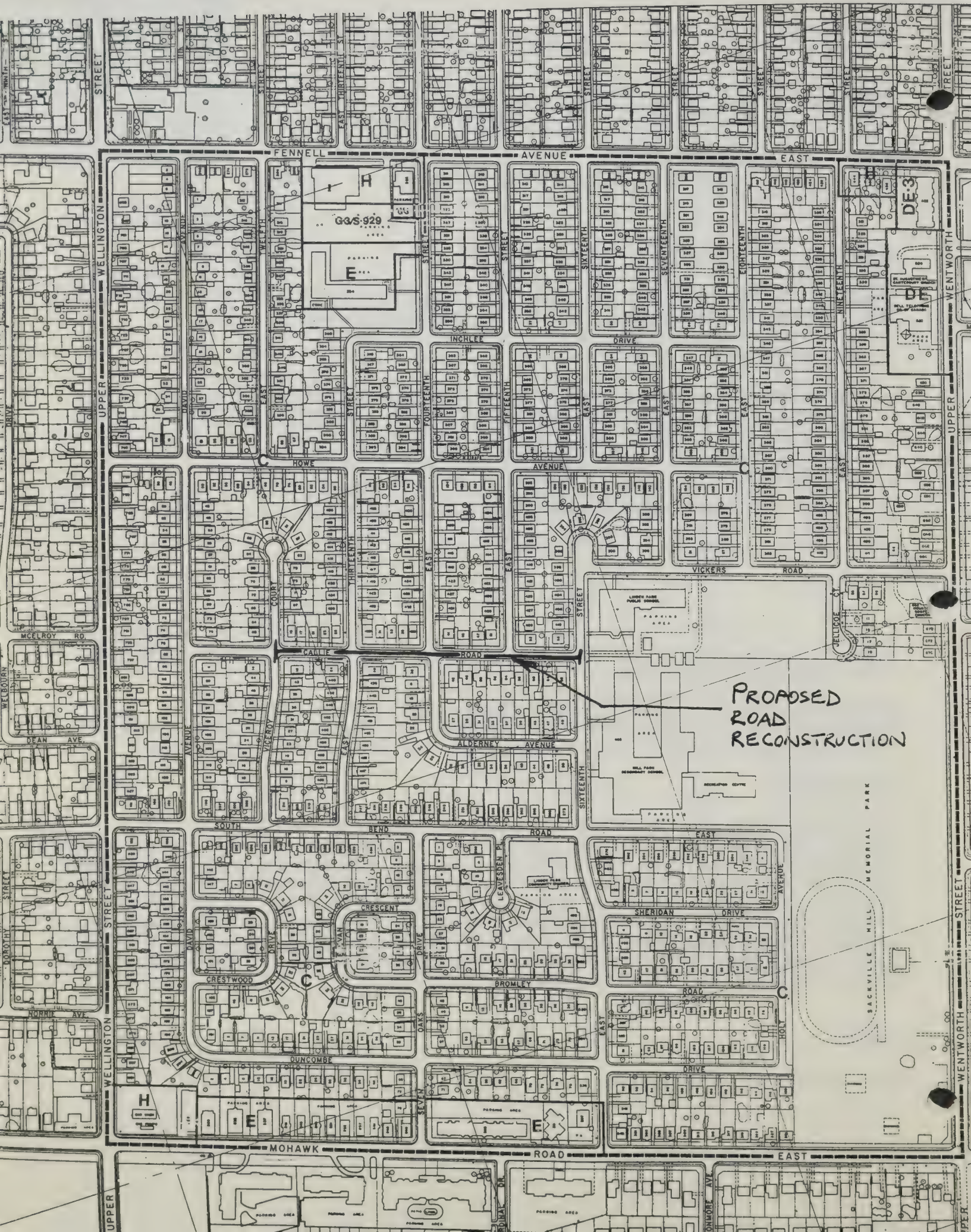
Sufficient surplus funds remain in the 1988 City of Hamilton Reconstruction Program account to commit to the work. These funds are unexpended contingency funds from 1988 Hamilton roadway projects.

BACKGROUND

A contract has been awarded to Dufferin Construction for the installation of storm relief sewers and watermains on Callie Road between Viceroy Court and East 16th Street. It was the intent that Callie Road would be restored following the construction of the underground services, but it has become apparent that the roadway should be reconstructed rather than restored. While the roadway is not on the 1989 Construction Program on the Supplementary list, staff believe that the work should be done at the same time as the sewer and watermain work. The cost of the works is estimated at \$150,000.00.

EMG:ms

cc: Alderman J. Gallagher



FOR ACTION

18 ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

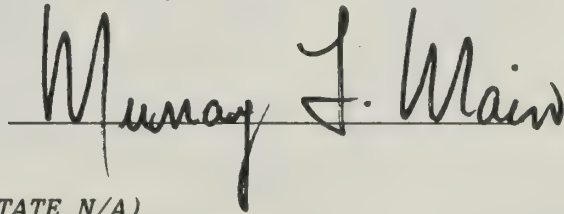
DATE: 1989 June 28
COMM FILE: TEC-143-89
DEPT FILE: 3-9.2

SUBJECT:

East side of Tiffany Street between Barton Street West and Stuart Street -
Parking Regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Tiffany Street commencing at a point 91 feet north of Barton Street West and extending to a point 247 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

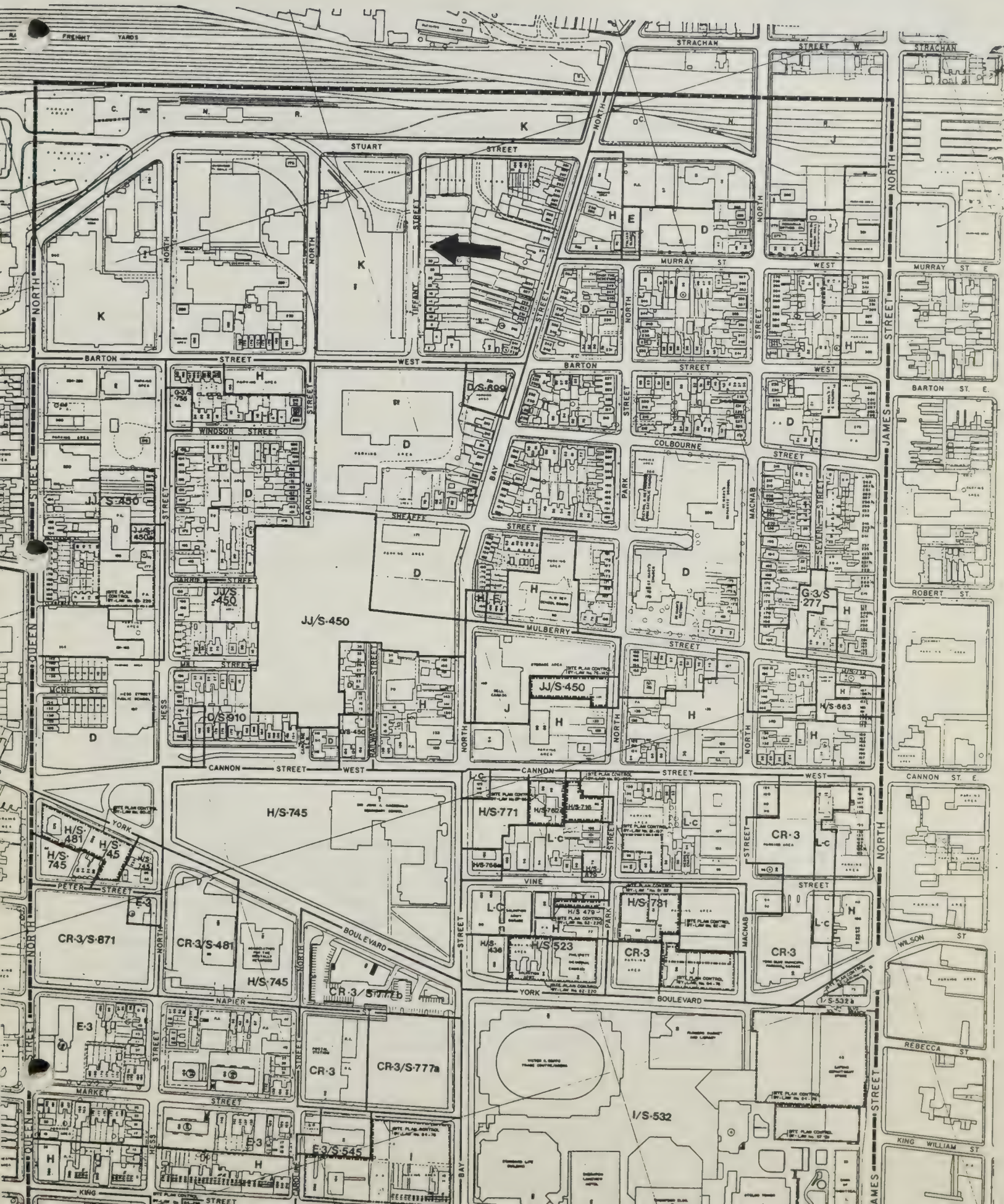
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition from Mr. Mike Fabina, 12 Tiffany Street, which has been signed by representatives of seven of the nine one, two and three family dwellings on Tiffany Street, requesting that a "One Hour Parking Time Limit, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Tiffany between Barton and the north property line at No. 30 Tiffany.

Presently, there is unrestricted free parking on both sides of the street except for a part-time parking prohibition on the east side of Tiffany from Barton to a point 91 feet northerly which was implemented in 1979 to facilitate truck maneuvering at Genua Meat Products, No. 4 Tiffany.

The implementation of the proposed regulation would eliminate long-term parking by employees of Rheem Canada Ltd., which is located on the west side of Tiffany. Periodic observations have revealed that there would still be available on-street parking in the immediate vicinity. Therefore, since 78% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



FOR ACTION

18 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

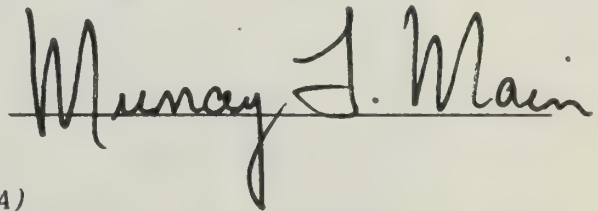
DATE: 1989 June 27
COMM FILE:
DEPT FILE: TEC-149-89

SUBJECT:

South side of Bold Street between Bay and James Streets - Permanent Part-Time Parking Prohibition.

RECOMMENDATIONS:

- (a) That the existing "No Parking, 2nd Wednesday each month, 1:00 p.m. to 4:00 p.m., April to November" regulation on the south side of Bold Street between Bay and James Streets be replaced with a "No Parking, 2nd Tuesday each month, 1:00 p.m. to 4:00 p.m., April to November" regulation; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

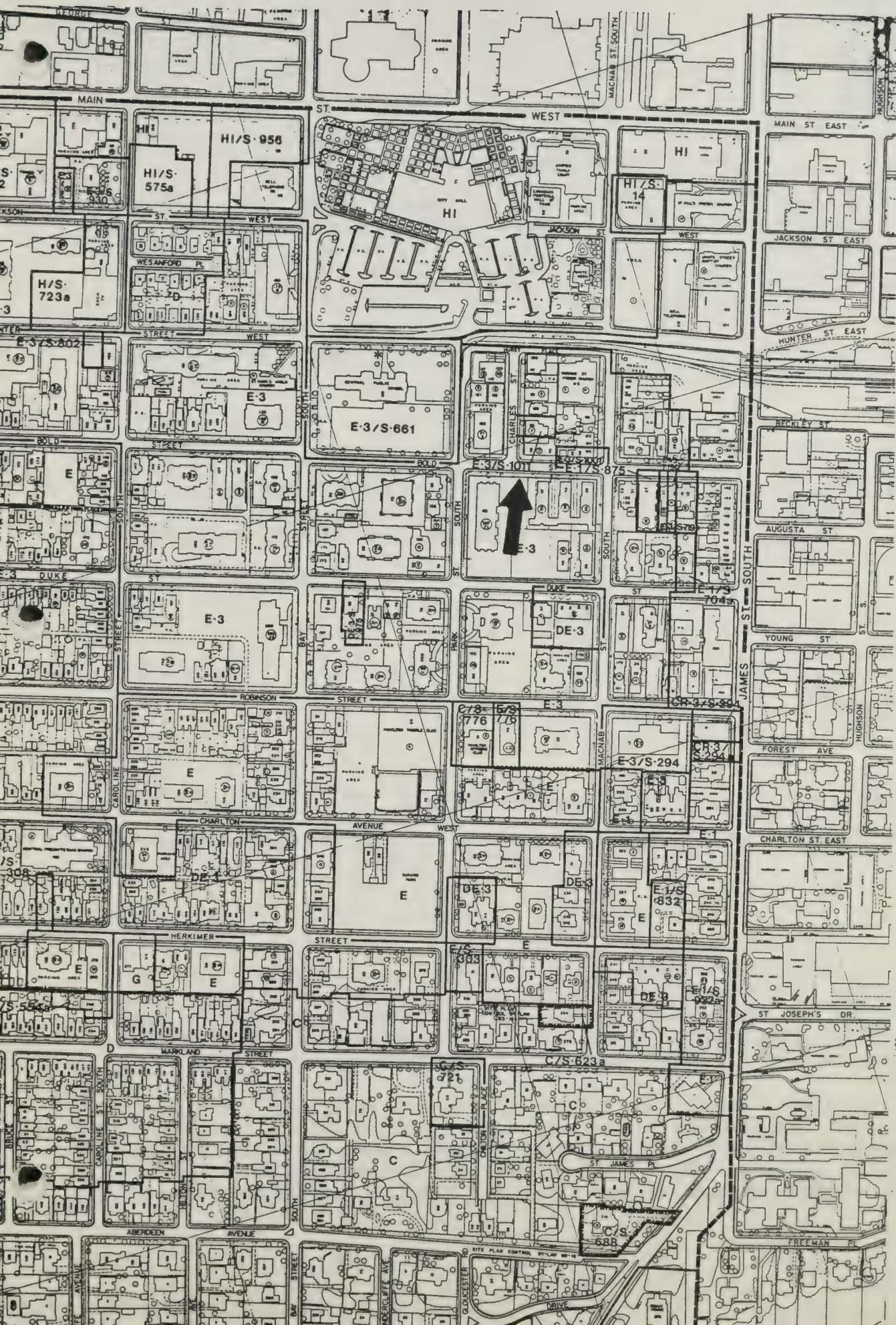
BACKGROUND:

Several years ago, permanent part-time parking prohibitions were implemented on several streets throughout the Durand Neighbourhood in order to allow the Public Works Department to conduct street maintenance operations on a regular basis, without requiring the posting of temporary cardboard signs.

There is presently a "No Parking, 2nd Wednesday each month, 1:00 p.m. to 4:00 p.m., April to November" regulation signed on the south side of Bold Street in the block between Bay and James. However, a representative of the Public Works Department has requested that this regulation be changed to a "No Parking, 2nd Tuesday each month, 1:00 p.m. to 4:00 p.m., April to November" regulation in order to accommodate their existing operations in this area.

An investigation has revealed that parking is presently prohibited on the 2nd Tuesday each month on other sections of Bold Street, and changing the regulation on Bold in the block between Bay and James will eliminate the necessity of having Public Works return to this street on two consecutive days. Therefore, the Traffic Department concurs with the request of the Public Works Department.

cc: Mr. J. Pavelka, Director of Public Works



FOR ACTION

18cc

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

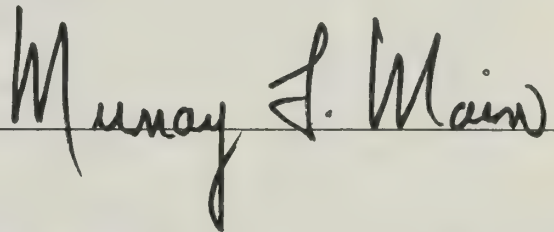
DATE: 1989 June 26
COMM FILE: TEC-135-89
DEPT FILE: 3-9.2

SUBJECT:

East side of MacNab Street North, south of the C.N.R. Bridge - Parking Regulations.

RECOMMENDATION:

- a) That the existing "No Stopping" regulation on the east side of MacNab Street North, commencing at the C.N.R. bridge and extending to a point 100 feet southerly therefrom be rescinded; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

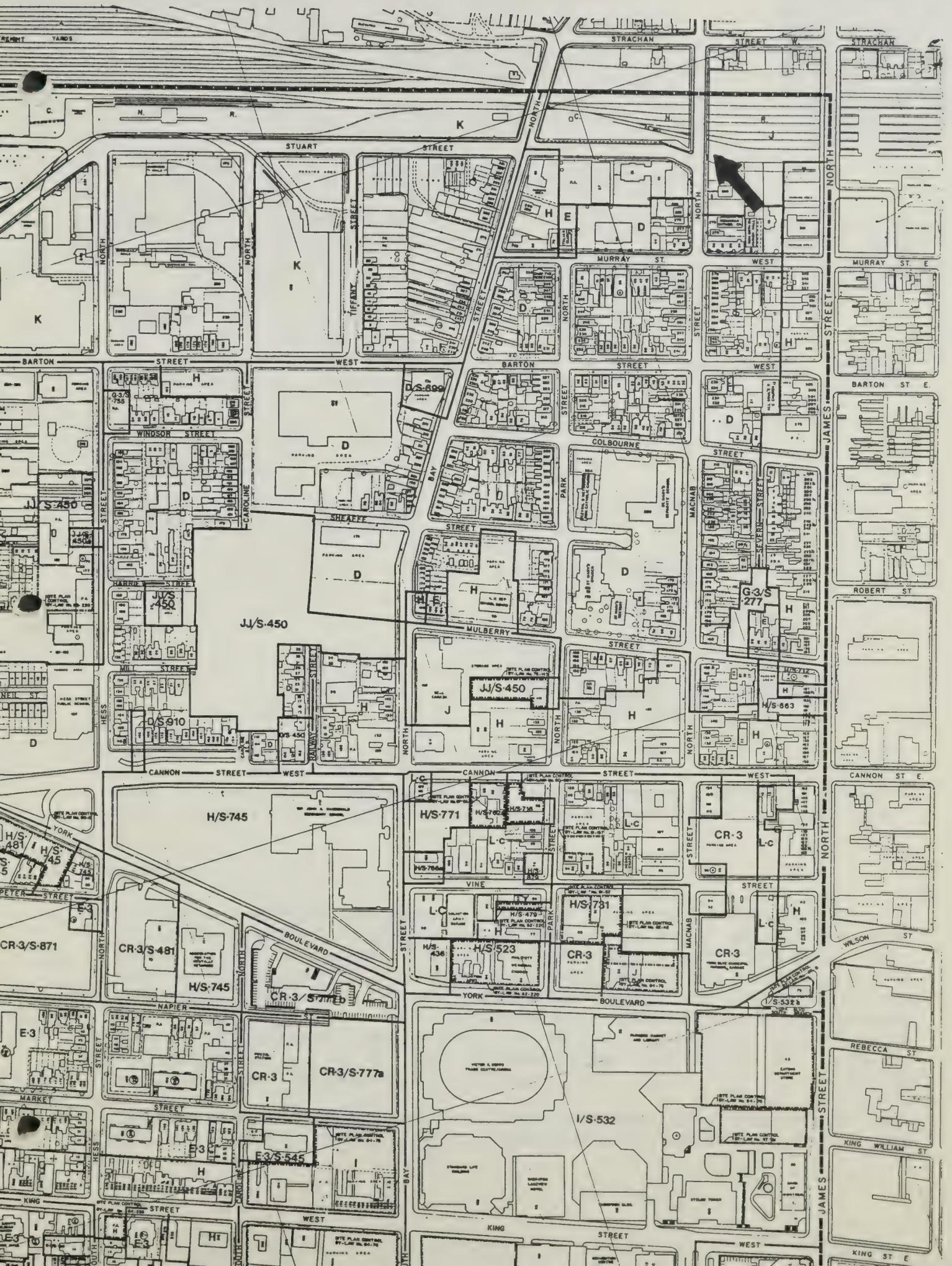
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

The Traffic Department has received a request from Reverend Nicolae Ciurea of the Romanian Orthodox Church of the Holy Resurrection, which is located on the east side of MacNab, north of Murray, that he be supplied with portable signs indicating "reserved parking" for church patrons since the demand for parking is high during special events which often take place following Sunday Mass.

There is no legislation to allow for regulations to exempt certain classes of persons (i.e., church patrons) from various parking regulations. Therefore, the Traffic Department cannot support the request for portable signs indicating reserved parking. Furthermore, this type of signing would be virtually impossible to enforce and would set a precedent for similar requests from other

organizations. However, a review of parking conditions in this area has revealed that there is a 100 foot "No Stopping" area on the east side of MacNab Street North, south of the C.N.R. bridge which could be removed to provide four additional on-street parking spaces. This should generally improve parking availability for all motorists at all times. Therefore, the Traffic Department recommends removing the subject "No Stopping" regulation.



FOR ACTION

18cd

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

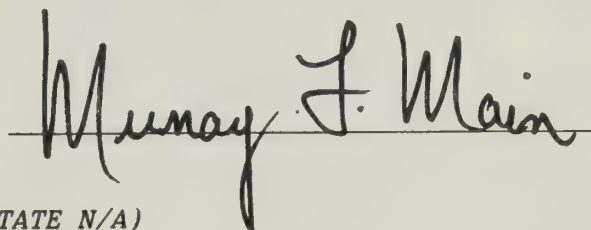
DATE: 1989 June 28
COMM FILE: TEC-151-89
DEPT FILE: 3-9.2

SUBJECT:

Seventh Avenue between Upper Gage Avenue and East 42nd Street - Parking Regulations.

RECOMMENDATION:

- a) That parking be prohibited on the south side of Seventh Avenue between Upper Gage Avenue and East 42nd Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

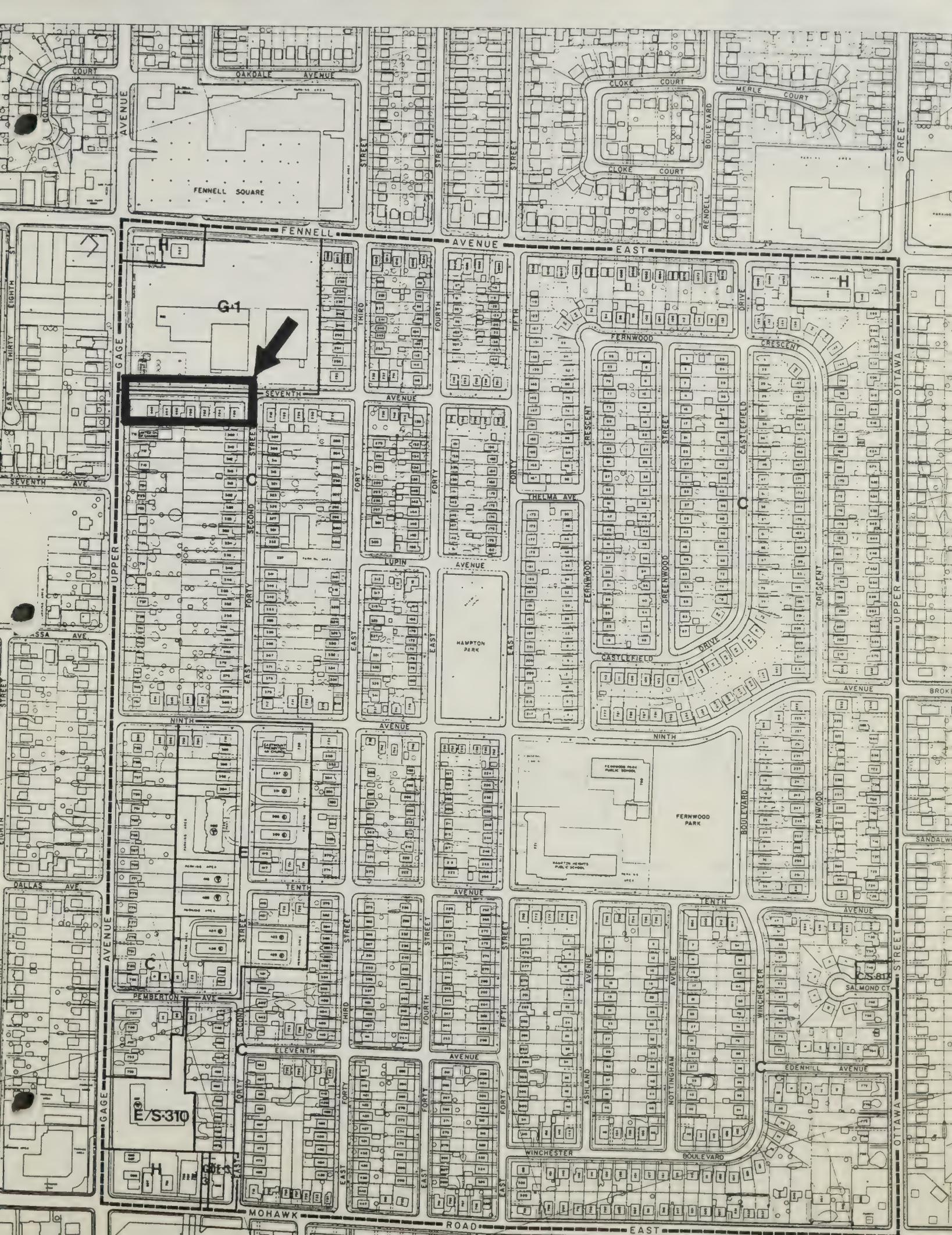
There are sufficient funds in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all of the seven residential properties abutting Seventh Avenue between Upper Gage Avenue and East 42nd Street, requesting that parking be prohibited on the south side of the street. All of the petitioners support the regulation. The resident who circulated the petition has advised that the requested parking prohibition on the south side of the street will eliminate large postal delivery trucks from parking in front of these residential properties. This section of Seventh Avenue has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street.

The Traffic Department supports the principle of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and

driveway movements. All the residential properties on the street have off-street parking provided and parking would still be permitted on the north side of the street. Therefore, since 100% of the abutting residents have indicated their support for the removal of parking in front of their homes, the Traffic Department concurs with this request.



FOR ACTION

18 (a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

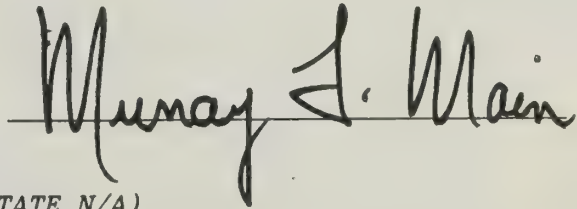
DATE: 1989 July 10
COMM FILE: TEC-166-89
DEPT FILE: 3-9.2

SUBJECT:

Inglewood Drive between Gloucester Drive and the Easterly End - Parking Regulations.

RECOMMENDATION:

- a) That a parking prohibition be implemented on the north side of Inglewood Drive from Gloucester Road to the easterly end; and
- b) That a "Two Hour Parking Time Limit, 8:00 a.m. - 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Inglewood Drive from the extended west curb line of Gloucester Road to the easterly end; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



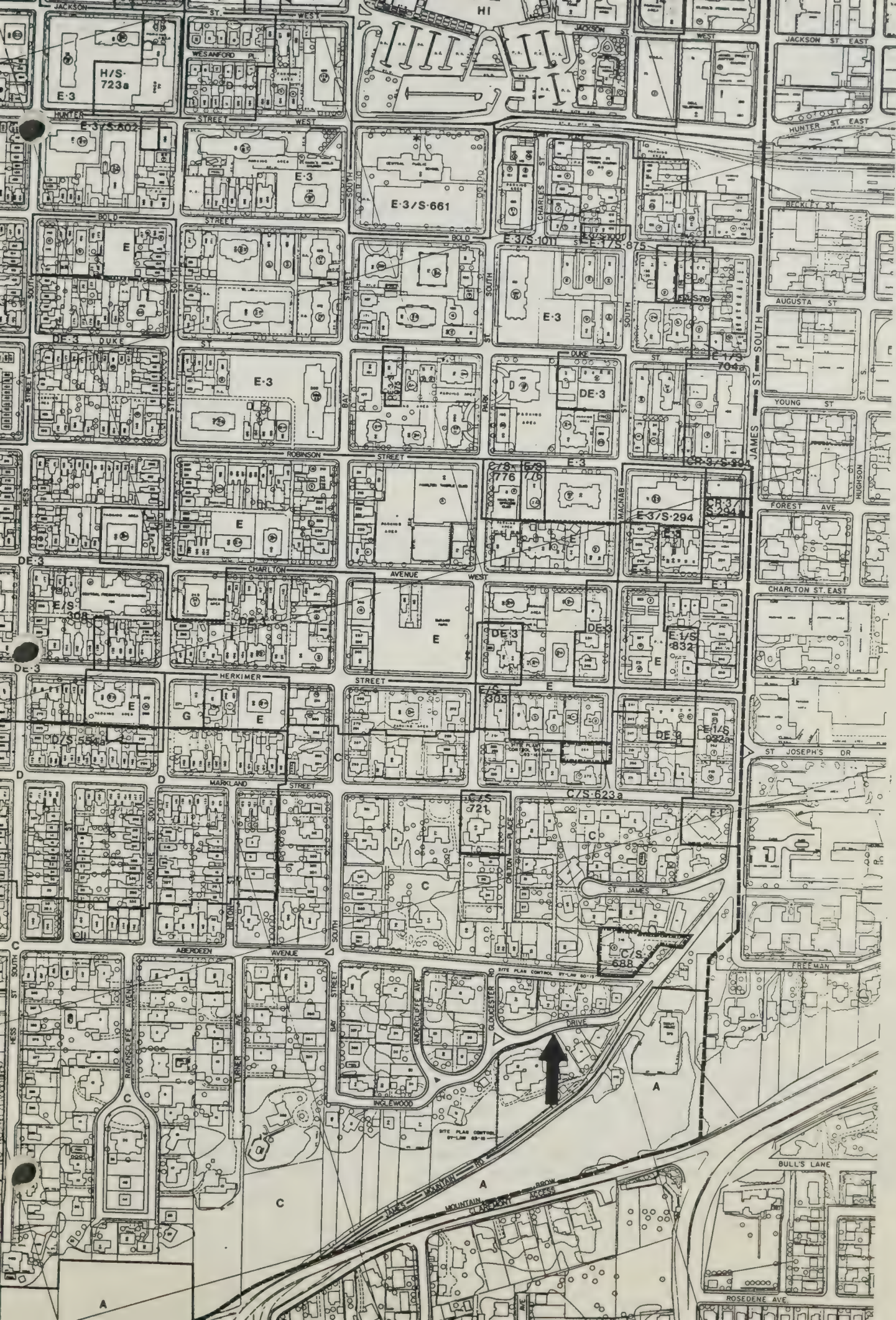
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition from Mrs. Kathleen Nolan, 11 Inglewood Drive, which was signed by representatives of seven of the eight one, two and three family dwellings abutting the subject section of Inglewood Drive, requesting that a two hour parking time limit be implemented on the south side and a parking prohibition be implemented on the north side of Inglewood Drive from Gloucester Road to the easterly end in order to eliminate long-term non-resident parking by staff and visitors of St. Joseph's Hospital. All of the petitioners support the request.

Inglewood Drive has a 24 foot pavement width and presently, there is unrestricted free parking on both sides of the street in this area. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate driveway movements and traffic movements. Therefore, since 88% of the abutting residents are in favour of the proposed regulations, the Traffic Department concurs with the request.



FOR ACTION

18cf

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

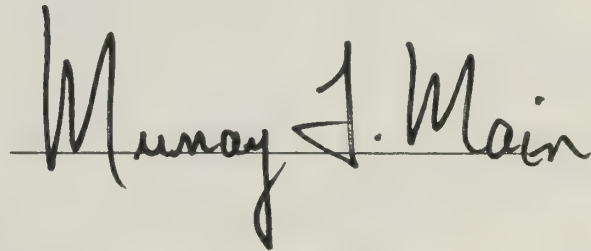
DATE: 1989 July 10
COMM FILE: TEC-132-89
DEPT FILE: 3-9.2

SUBJECT:

Kingsway Drive between John Street South and Arkledun Avenue - Parking Regulations.

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the east and south sides of Kingsway Drive commencing at Arkeldun Avenue and extending to a point 402 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



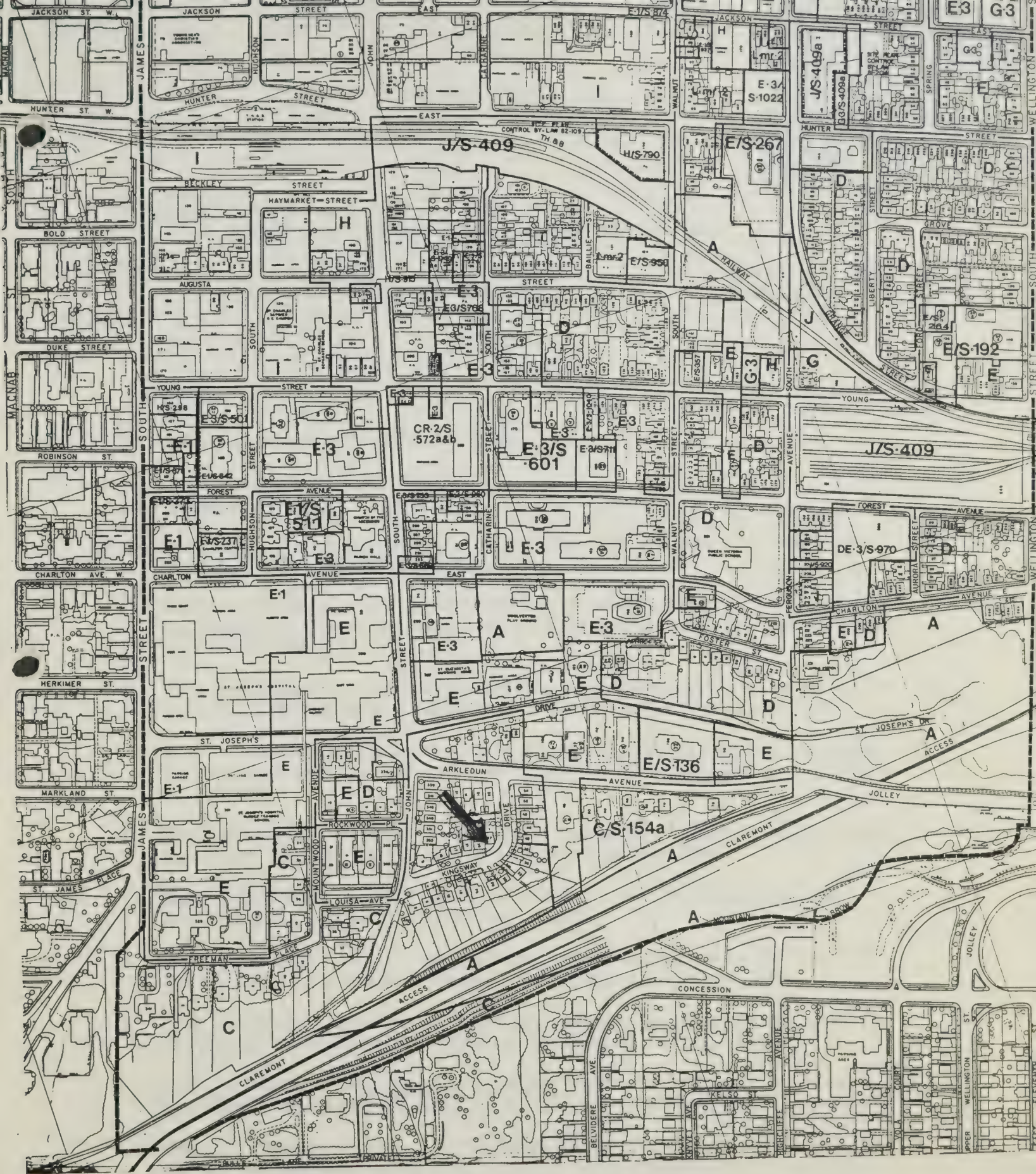
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department recently received a request from Alderman Vince Agro on behalf of Mrs. P. Chitty, 36 Kingsway Drive, that parking be prohibited on the curve in the road in the vicinity of her home. Shortly after this request, the Traffic Department received a petition signed by representatives of 11 of 15, one, two and three family dwellings in the subject area of Kingsway Drive requesting that parking be prohibited on the south and east sides of the street, except for a portion of the block immediately east of John. Presently, parking is prohibited on the north and west sides and there is a "Two Hour Parking Time Limit, 8:00 a.m. - 6:00 p.m., Monday to Friday" regulation on the south and east sides of Kingsway.

The Traffic Department generally considers a parking prohibition on both sides of a local residential street such as this to be over-restrictive and unnecessary. However, in this particular case, there are a number of unusual factors. Due to the grade in the roadway, the curve in the roadway, and the lack of sidewalks on the east side of the street, parked vehicles in this area could present some degree of obstruction to driveway and pedestrian movements. Therefore, since all residents have off-street parking available and since 73% of abutting residents signed the petition, the Traffic Department concurs with the request.



FOR ACTION

19ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 June 29
COMM FILE: TEC-153-89
DEPT FILE: 3-9.4

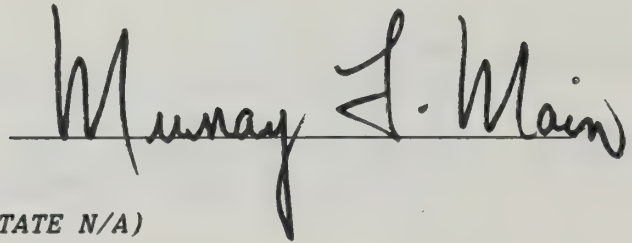
SUBJECT:

Barnstown Neighbourhood - Traffic Control.

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Brigade Drive and Bonaparte Way; and
- b) That northbound and southbound traffic on Dublin Drive/Cavalry Court be required to stop for eastbound and westbound traffic on Delancey Boulevard; and
- c) That eastbound and westbound traffic on Dragoon Drive be required to stop for northbound and southbound traffic on Fusilier Drive; and
- d) That westbound traffic on the north and south legs of Delancey Boulevard be required to stop for northbound and southbound traffic on Brigade Drive; and
- e) That southbound traffic on Fusilier Drive be required to stop for eastbound and westbound traffic on Bonaparte Way; and
- f) That southbound traffic on Dragoon Drive be required to stop for eastbound traffic on Bonaparte Way; and
- g) That westbound traffic on Hussar Avenue be required to stop for northbound and southbound traffic on Delancey Boulevard; and
- h) That southbound traffic on Mornington Drive be required to stop for eastbound and westbound traffic on Delancey Boulevard; and
- i) That southbound traffic on Josephine Drive be required to stop for eastbound and westbound traffic on Delancey Boulevard; and
- j) That eastbound traffic on Fusilier Drive be required to stop for northbound and southbound traffic on Brigade Drive; and

k) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Jack Jones, 93 Brigade Drive, that all-way stop control be implemented at the intersection of Brigade and Bonaparte. This intersection is located in the Barnstown Neighbourhood, approximately one half of which is presently being developed. Therefore, the Traffic Department has reviewed intersection control within the entire Barnstown Neighbourhood and have the following report:

1. Intersection of Brigade Drive and Bonaparte Way.

The intersection of Brigade Drive and Bonaparte Way is a "T" type intersection, and presently, there are no intersection control signs.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. The intersection of Brigade and Bonaparte meets at least one criterion in that both of these streets are collector roads for the neighbourhood. Therefore, the Traffic Department concurs with the request for all-way stop control at the intersection of Brigade and Bonaparte.

2. Intersection of Dublin Drive/Cavalry Court and Delancey Boulevard.

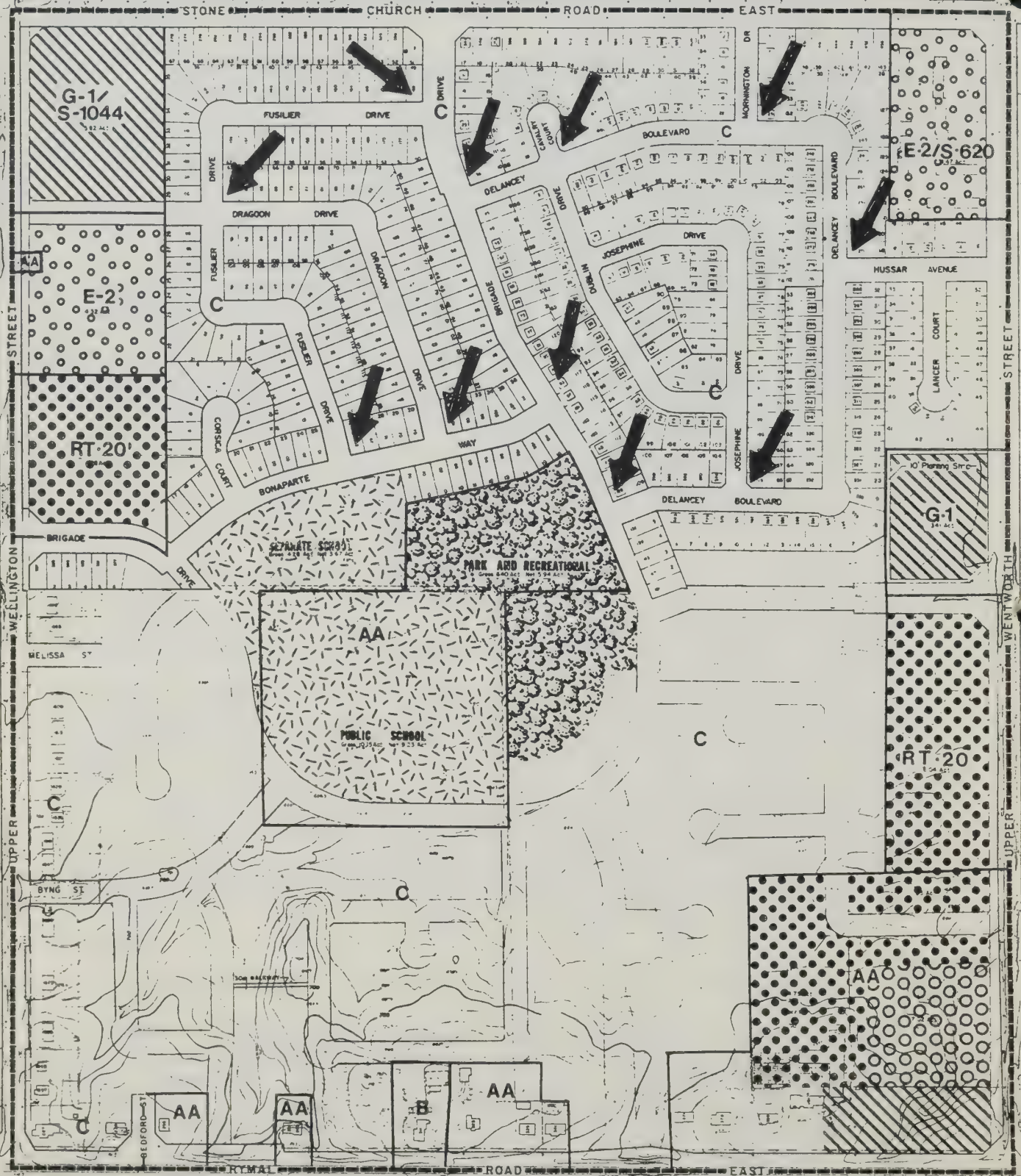
The subject intersection is a four leg intersection, and presently, there are no intersection control signs. It is the policy of the Traffic Department to control all four leg intersections of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced the collisions at local residential street intersections by approximately 50 percent. Therefore, the Traffic Department recommends implementing two-way stop control such that northbound and southbound traffic on Dublin Drive/Cavalry Court be required to stop for eastbound and westbound traffic on Delancey Boulevard.

3. Intersection of Dragoon Drive and Fusilier Drive.

The subject intersection is a four leg intersection, and presently, there are no intersection control signs. As stated above, it is the Traffic Department policy to control all four leg intersections of two-way streets with two-way stop control. Therefore, the Traffic Department recommends implementing two-way stop control such that eastbound and westbound traffic on Dragoon be required to stop for northbound and southbound traffic on Fusilier.

4. "T" Type Intersections within the Barnstown Neighbourhood.

There are eight (8) "T" type intersections within the Barnstown Neighbourhood that intersect with a neighbourhood collector roadway, and presently, there are no intersection control signs at any of these locations. Therefore, as a safety measure related to the right-of-way at these intersections, the Traffic Department recommends that stop control be implemented on the stems of these "T" type intersections.



FOR ACTION

19cb)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

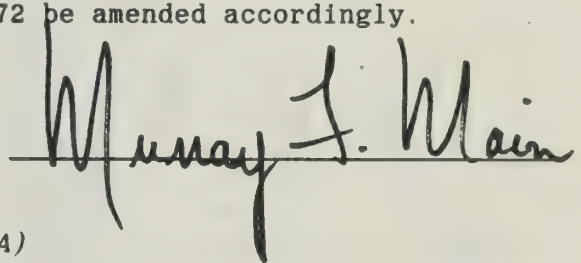
DATE: 1989 June 20
COMM FILE: 3-9.4
DEPT FILE: TEC-144-89

SUBJECT:

Intersection of Rockway Court and Parkwood Crescent - Intersection Control.

RECOMMENDATIONS:

- (a) ————— That a stop sign be erected to require that westbound traffic on Rockway Court be required to stop for northbound and southbound traffic on Parkwood Crescent; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

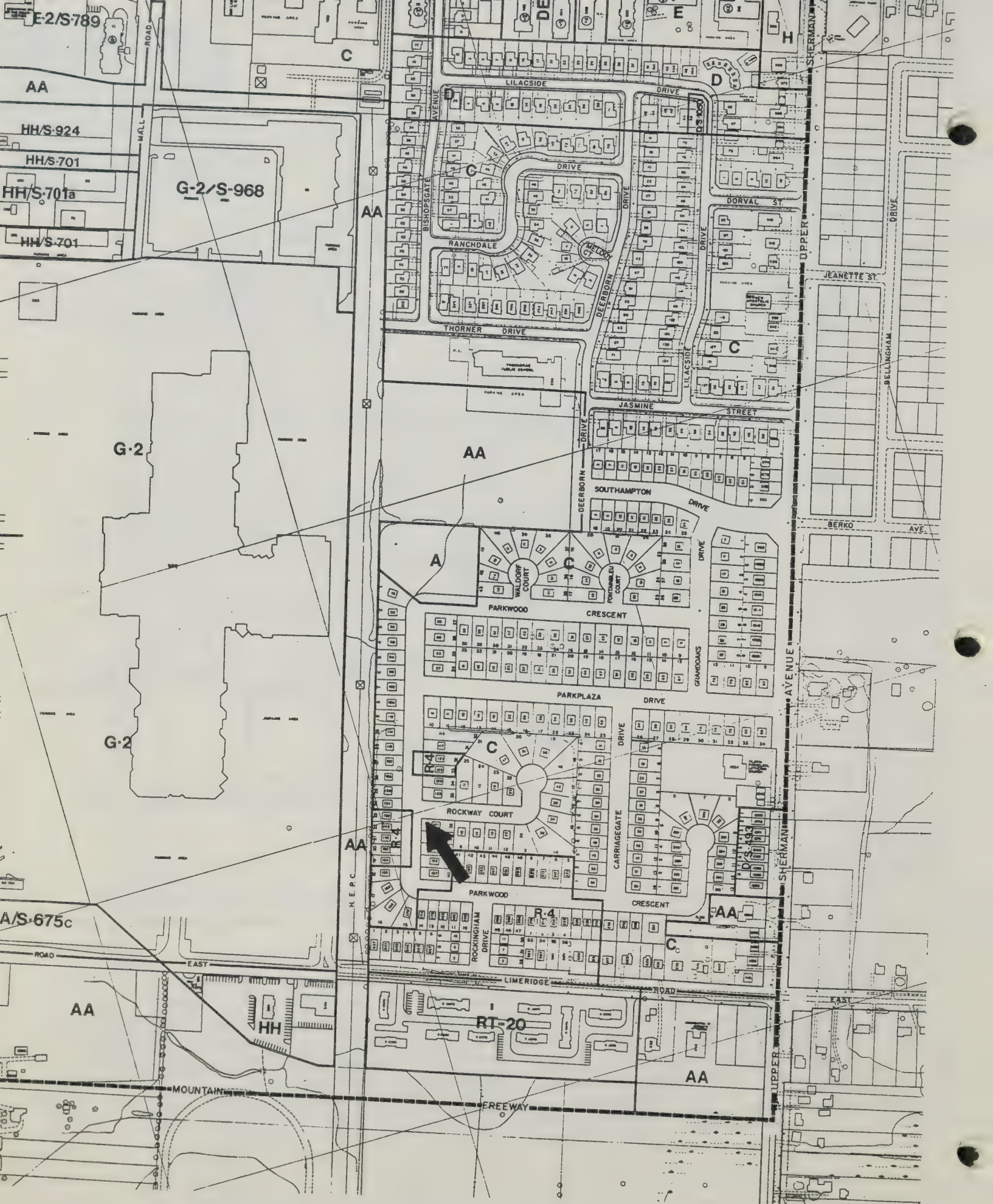
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the costs of manufacturing, erecting and maintaining a stop sign at this location.

BACKGROUND:

Alderman Henry Merling recently requested that a stop sign be erected on the stem of the "T" shaped intersection of Rockway Court and Parkwood Crescent. The intersection is presently uncontrolled.

Traffic Department records indicate that the intersection is operating safely since there have been no reported collisions in recent years. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign to require that westbound motorists on Rockway stop for northbound and southbound traffic on Parkwood. Therefore, the Traffic Department concurs with this request.



FOR ACTION

19(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

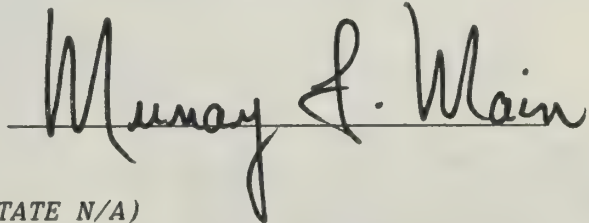
DATE: 1989 June 27
COMM FILE: TEC-150-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Southpark Avenue and Randolph Court - Intersection Control.

RECOMMENDATION:

- a) That westbound traffic on Randolph Court be required to stop for northbound and southbound traffic on Southpark Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



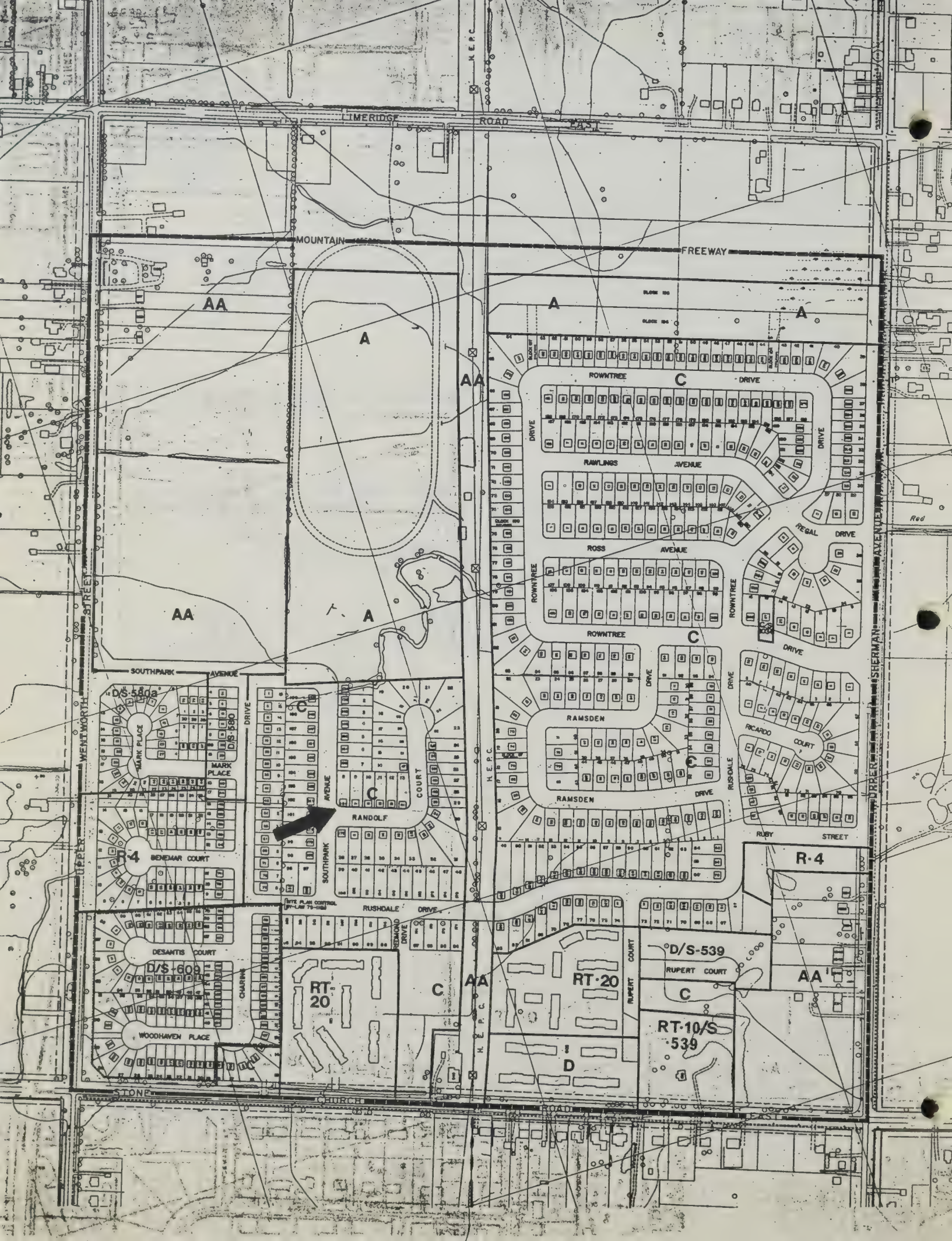
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds provided in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Jo-Ann Tersigni, 179 Southpark Avenue, that a stop sign be erected to control westbound traffic on Randolph Court at Southpark Avenue. The intersection of Southpark Avenue and Randolph Court is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection since these streets were constructed approximately two years ago. Thus, the intersection is operating safely and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at the stem of this "T" type intersection, such that westbound traffic on Randolph Court would be required to stop for northbound and southbound traffic on Southpark Avenue. Therefore, the Traffic Department concurs with the request.



FOR ACTION

19ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

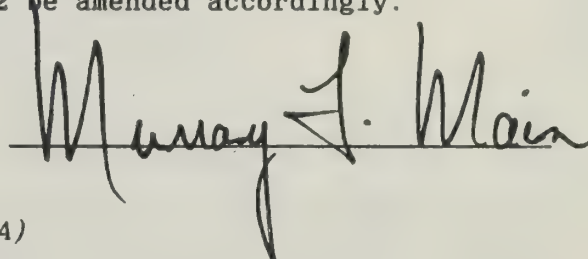
DATE: 1989 June 16
COMM FILE: 3-9.4
DEPT FILE: TEC-16-89

SUBJECT:

Intersection of East 23rd Street and Brucedale Avenue East - Intersection Control.

RECOMMENDATIONS:

- (a) That the direction of stop control be switched at the intersection of East 23rd Street and Brucedale Avenue East, such that eastbound and westbound traffic on Brucedale Avenue would be required to stop at East 23rd Street; and
- (b) That the City Traffic Bylaw 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of reversing the direction of stop control at this location.

BACKGROUND:

Alderman Henry Merling has forwarded to the Traffic Department a copy of a letter from Mr. William Tremblay, 525 Brucedale Avenue East, requesting that four-way stop control be implemented at the intersection of Brucedale Avenue East and East 23rd Street. Mr. Tremblay has expressed concern regarding the speed of traffic on Brucedale in this area, and Alderman Merling has asked the Traffic Department to investigate and report to the Transport and Environment Committee regarding this matter.

In September, 1986, Alderman John Gallagher forwarded a petition to the Traffic Department which was signed by 97 area residents, requesting that the direction of stop control be switched at the intersection of Brucedale and East 23rd from eastbound and westbound on Brucedale to northbound and southbound on East 23rd because of the speed of traffic on East 23rd Street. The Traffic Department reported that northbound and southbound traffic on East 23rd already stopped at

four out of the five intersections between Fennell and Concession (a distance of approximately 3200 feet) and that an additional stop for northbound and southbound traffic in this four block section of street would be over restrictive and unnecessary. Furthermore, the pattern of stopping traffic on Brucedale at every two or three blocks was ideal, and would be disrupted by switching the direction of stop control at East 23rd and Brucedale. Attached for the Committee's information, is a copy of report TEC-197-86 recommending that the direction of stop control not be switched at this intersection. Notwithstanding, the Committee and subsequently the City Council on 1986 September 30 approved a switch in the direction of stop control to northbound and southbound on East 23rd at Brucedale, and the direction of stop control was switched shortly thereafter.

After again reviewing the matter, the Traffic Department concludes that it would be appropriate to require that eastbound and westbound traffic on Brucedale stop at East 23rd, and that the present five stop locations in four blocks on East 23rd is over restrictive and unnecessary. There was an average of only .4 collisions per year at this intersection in the five years prior to the switch in direction of stop control, but the collision record has increased to an average of 1 collision per year following the switch. The intersection does not meet any of the Traffic Department criteria respecting the use of all-direction stop control at intersections. Therefore, the Traffic Department recommends that the direction of stop control again be switched such that eastbound and westbound traffic on Brucedale is required to stop at East 23rd.





THE CORPORATION OF THE CITY OF HAMILTON

Murray F. Main, P. Eng.,
Director of Traffic Services.

FROM

Name & Title

DATE

1986 September 02

FOR ACTION ☒

FOR INFORMATION ☐

File No. TEC-197-86

TO: CITY COUNCIL ☐

(OR)

Transport and Environment

Committee

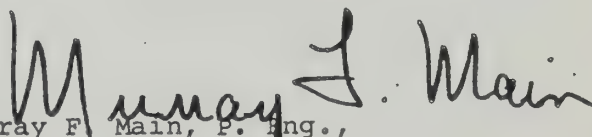
☒

SUBJECT

Intersection of East 23rd Street and Brucedale Avenue - Intersection Control.

RECOMMENDATION

That no change be made to the present stop control at the intersection of East 23rd Street and Brucedale Avenue.


Murray F. Main, P. Eng.,
Director of Traffic Services.

BACKGROUND

Alderman John Gallagher has forwarded a petition signed by 97 area residents requesting that the direction of stop control be switched at the intersection of East 23rd and Brucedale because of the speed of traffic on East 23rd Street in this area. Presently, eastbound and westbound traffic on Brucedale is required to stop at East 23rd Street.

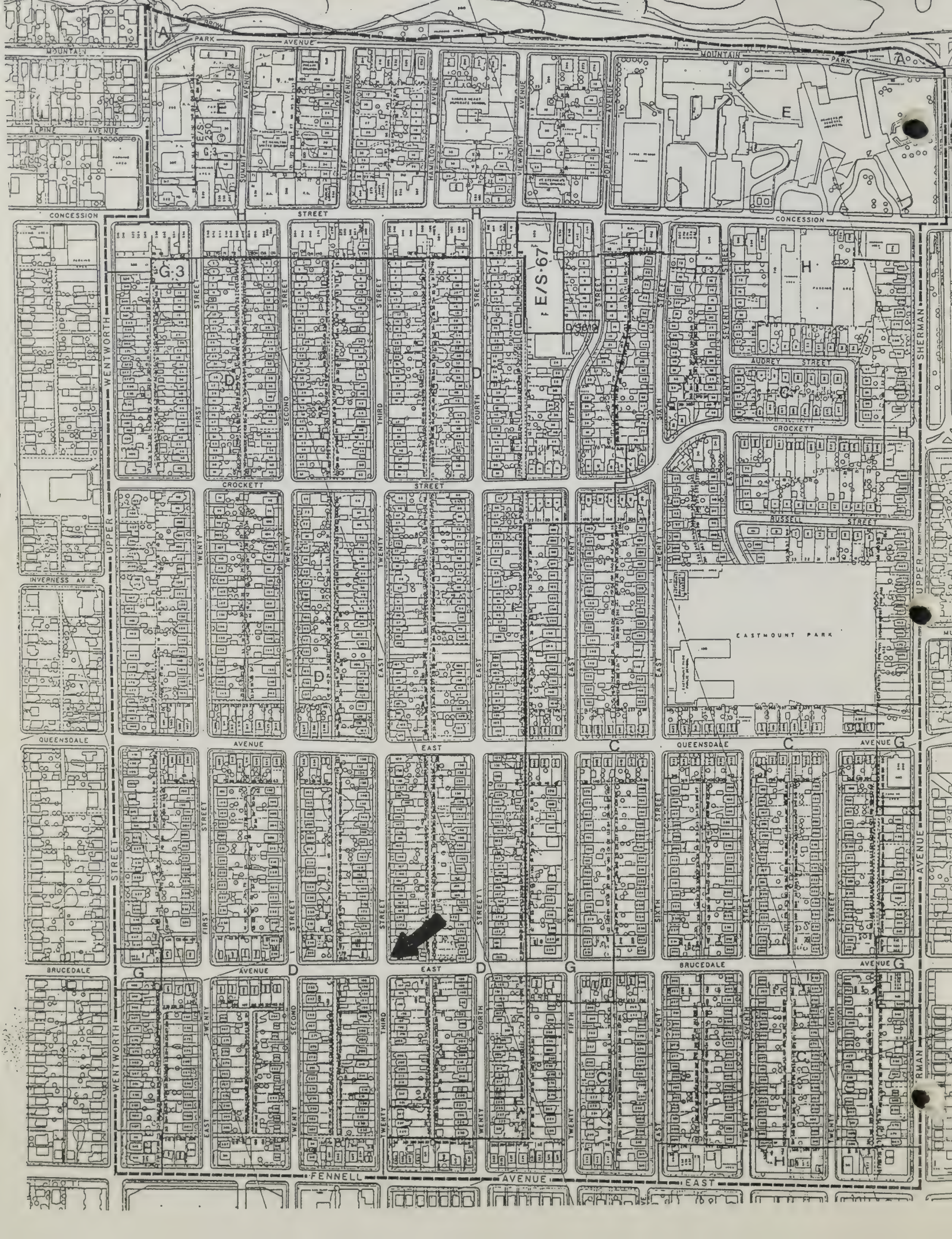
Traffic Department records indicate that there have been 11 reported accidents at the intersection in at least the last 11-1/2 years. An accident rate of approximately one accident per year indicates that this intersection has not experienced any abnormal safety problems.

The stop signs at this intersection were changed from north-south stops to east-west stops at this and several other intersections in 1970 as part of a plan to implement stops at regular intervals along Brucedale Avenue to reduce collisions in the neighbourhood. In a nine year period prior to 1970, collisions on Brucedale, between Upper Wentworth and Upper Sherman, averaged 6.1 collisions per year and subsequent to the implementation of the plan, collisions have been reduced to 4.2 collisions per year. Traffic Department records indicate that greater than a 50 percent reduction in traffic volumes occurred on Brucedale after 1970 and this is directly related to the implementation of the plan. For these reasons, the former Traffic and Engineering Committee, on 1977 January 17, denied a request to change the direction of stop control at this intersection.

Northbound and southbound traffic on East 23rd presently stops at four out of the five intersections between Fennell and Concession (a distance of approximately 3200 feet). An additional stop for northbound and southbound traffic in this four block section of street would be overrestrictive and unnecessary. Furthermore, the pattern of stopping traffic on Brucedale Avenue at every two or three blocks is presently ideal, and would be disrupted by switching the direction of stop control at East 23rd and Brucedale.

A speed study conducted on 1986 July 23 and 24 indicates that the 85th percentile speed (the speed at or below which 85 percent of all motorists are travelling) of northbound traffic is 47.0 km/h (28 mph) and the 85th percentile speed of southbound traffic is 48.0 km/h (29 mph). This is a normal speed profile for a local residential street. In any case, research has shown that the stop sign is not effective as a speed control device, and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time".

Research has shown that the indiscriminate and arbitrary use of stop signs has no effect on the speed or volume of traffic on the street and results in relatively high user costs over the years. The principal concern is that unwarranted stop signs create disrespect for the device by the road user, and are detrimental to the degree of observance of stop signs in general thus aggravating an already serious cause of collisions. Switching the direction of stop control at East 23rd and Brucedale would disrupt the stop control pattern on Brucedale Avenue. For these reasons, the Traffic Department cannot recommend that the direction of stop control be switched at the intersection of East 23rd and Brucedale.



FOR ACTION

19(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

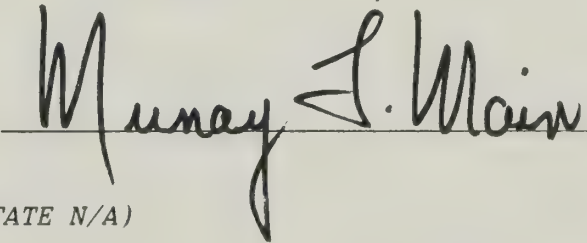
DATE: 1989 July 10
COMM FILE: TEC-163-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Clinton Street and Ruth Street - Intersection Control.

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Clinton Street and Ruth Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Brian Hinkley recently asked for an investigation into the feasibility of implementing three-way stop control at the intersection of Clinton Street and Ruth Street. The intersection of Clinton and Ruth is a "T" intersection, and presently, northbound traffic on Ruth is required to stop for eastbound and westbound traffic on Clinton.

Traffic Department records indicate that although there is no documented collision problem at this intersection, at least one of the criteria respecting the use of all-direction stop control at intersections is met, since this intersection is immediately adjacent to an unfenced playground where small children would be likely to cross. Therefore, the Traffic Department recommends that three-way stop control be implemented at this intersection.



FOR ACTION

19cf)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

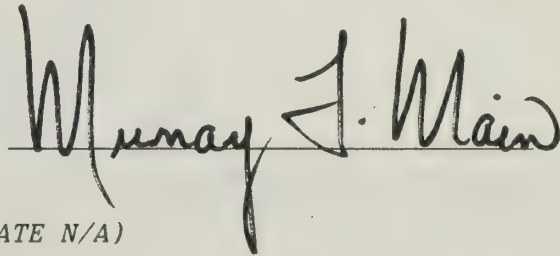
DATE: 1989 July 10
COMM FILE: TEC-164-89
DEPT FILE: 3-9.4

SUBJECT:

Sandalwood Avenue and Kingslea Drive - Intersection Control.

RECOMMENDATION:

- a) That four-way stop control be implemented at the intersection of Sandalwood Avenue and Kingslea Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



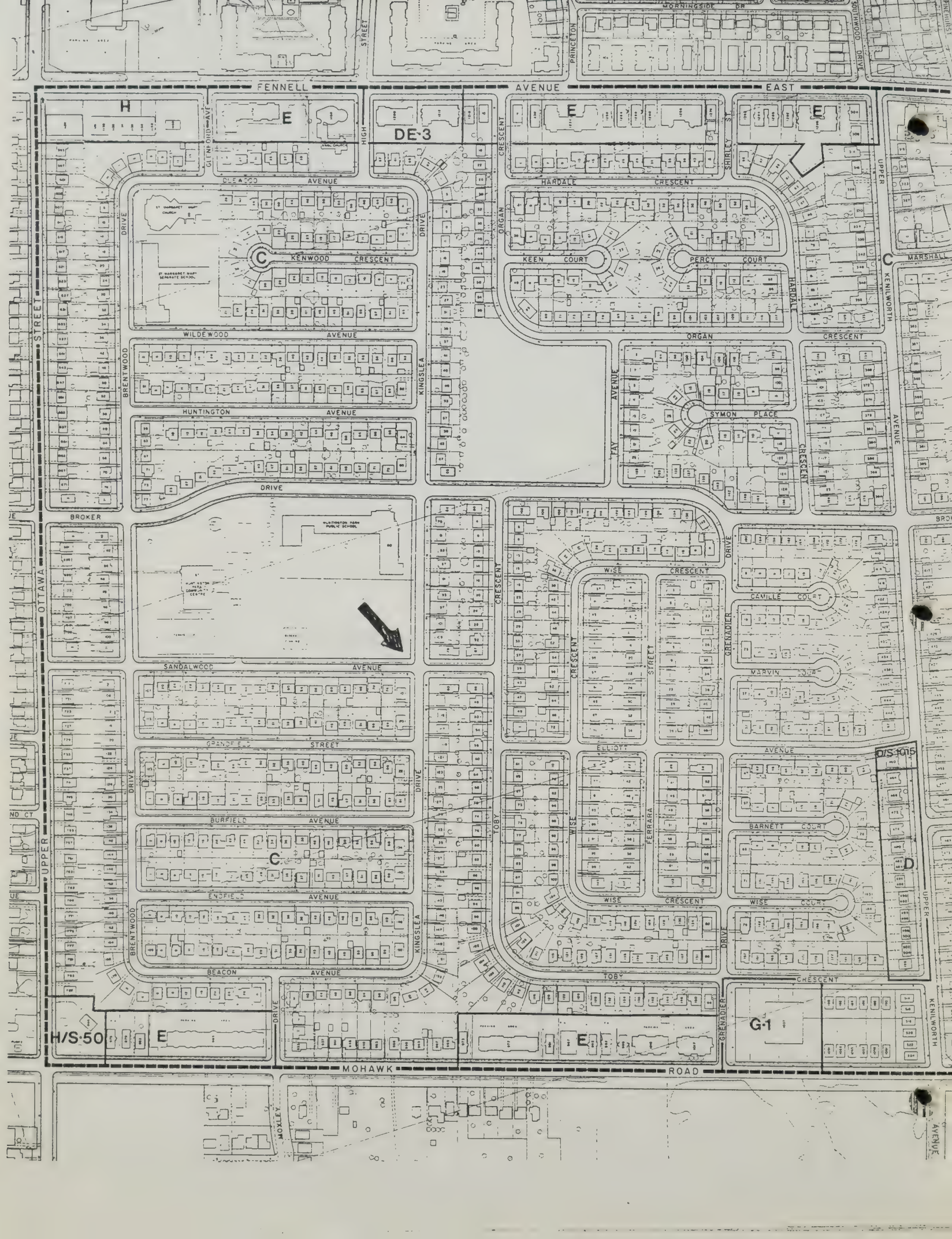
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. E. Charters, 74 Sandalwood Avenue, that four-way stop control be implemented at the intersection of Sandalwood Avenue and Kingslea Drive. Presently, northbound and southbound traffic on Kingslea is required to stop for eastbound and westbound traffic on Sandalwood.

Traffic Department records indicate that although there is no documented collision problem at this intersection, at least one of the criteria respecting the use of all-direction stop control at intersections is met, since this is an intersection of two neighbourhood collector streets. Therefore, the Traffic Department recommends that four-way stop control be implemented at this intersection.



H/S-50

G-1

D/S-1015

E

E

G-1



CITY COUNCIL
HAMILTON, CANADA

JUN 21 1989

19c91

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

June 21, 1989

Mr. R.C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Cumberland, Sanford and Rutherford Intersection

Would you please arrange to have this matter placed on the next agenda of the Transport and Environment Committee.

I would like to discuss with the Committee the various traffic conflicts that occur at this location.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Alderman, Ward 3

rd

cc: Alderman Don Drury
cc: Mr. Murray F. Main
Director of Traffic Services
cc: Mrs. K. Fabello
168 Sanford Avenue South
Hamilton, Ontario L8M 2G9

FOR ACTION

20.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

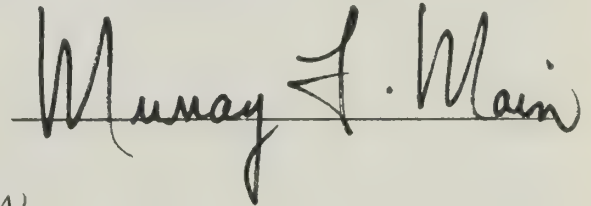
DATE: 1989 July 10
COMM FILE:
DEPT FILE: TEC-136-89

SUBJECT:

Pedestrian crossings on Britannia Avenue in the vicinity of Andrew Warburton Park.

RECOMMENDATIONS:

- (a) That a by-law be enacted and signs erected to prohibit pedestrian crossings across Britannia Avenue in the east crosswalk at the intersection of Britannia Avenue and Barons Avenue North; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs, as well as relocating the painted crosswalks on Britannia Avenue in this area.

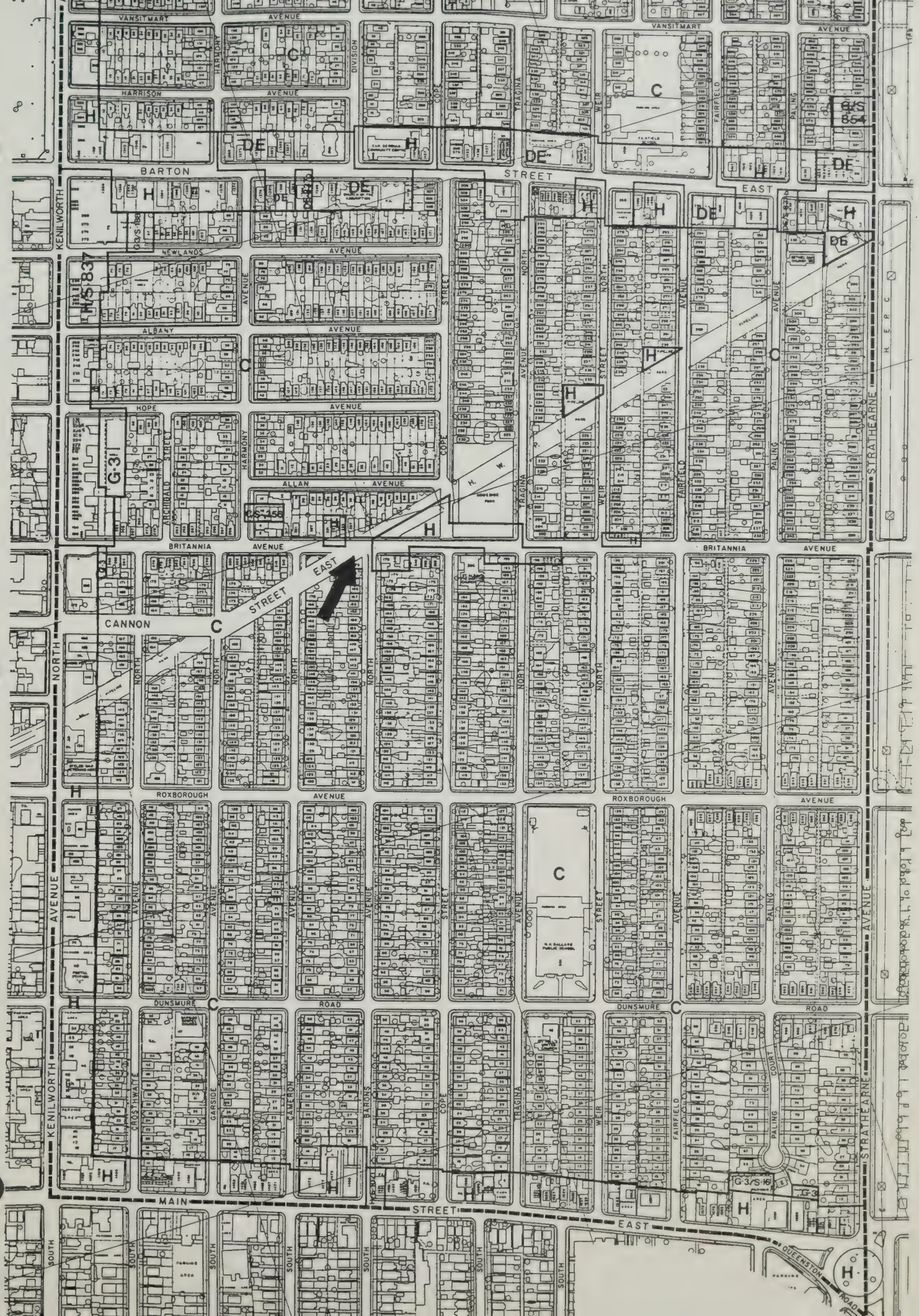
BACKGROUND:

Alderman David Christopherson recently asked the Traffic Department to co-ordinate an investigation into possible measures which might be taken to improve conditions for pedestrians crossing Britannia Avenue in the vicinity of Andrew Warburton Park which is located on the north side of Britannia Avenue opposite Barons Avenue. Subsequently, a memo was sent to the Hamilton-Wentworth Regional Police, the Hamilton Street Railway Company and the Regional Engineering Department for their comments on suggested improvements.

An investigation has revealed that the building on the south-west corner restricts the visibility of a pedestrian crossing from the south to the north in the east crosswalk at Barons and Britannia, and the pedestrian must walk into the roadway several feet north of the south curb before gaining adequate visibility of eastbound vehicles. It has been concluded that it would not be appropriate to spend public money to acquire the building at the south-west

corner, since there has not been a serious documented collision problem and since there are many other places with significant collision problems at which the necessary funds might better be utilized. However, the Traffic Department recommends that a by-law be enacted and signs be erected to prohibit pedestrian crossings in the east crosswalk in an effort to eliminate pedestrians crossing at this location.

Alderman David Christopherson concurs with the recommendations.



FOR ACTION

21.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

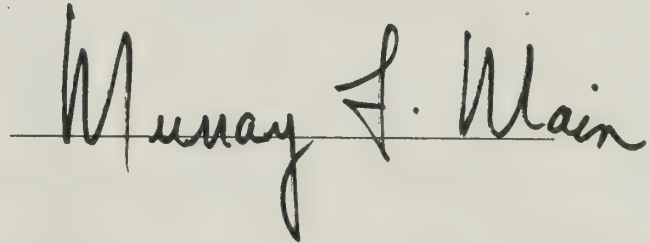
DATE: 1989 July 10
COMM FILE: TEC-165-89
DEPT FILE: 3-10.9

SUBJECT:

Building at No. 157 Bold Street - Application for a Time Limit Exemption Permit.

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the building at No. 157 Bold Street.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$10.00 in revenue each month from the sale of parking permits to residents at No. 157 Bold Street.

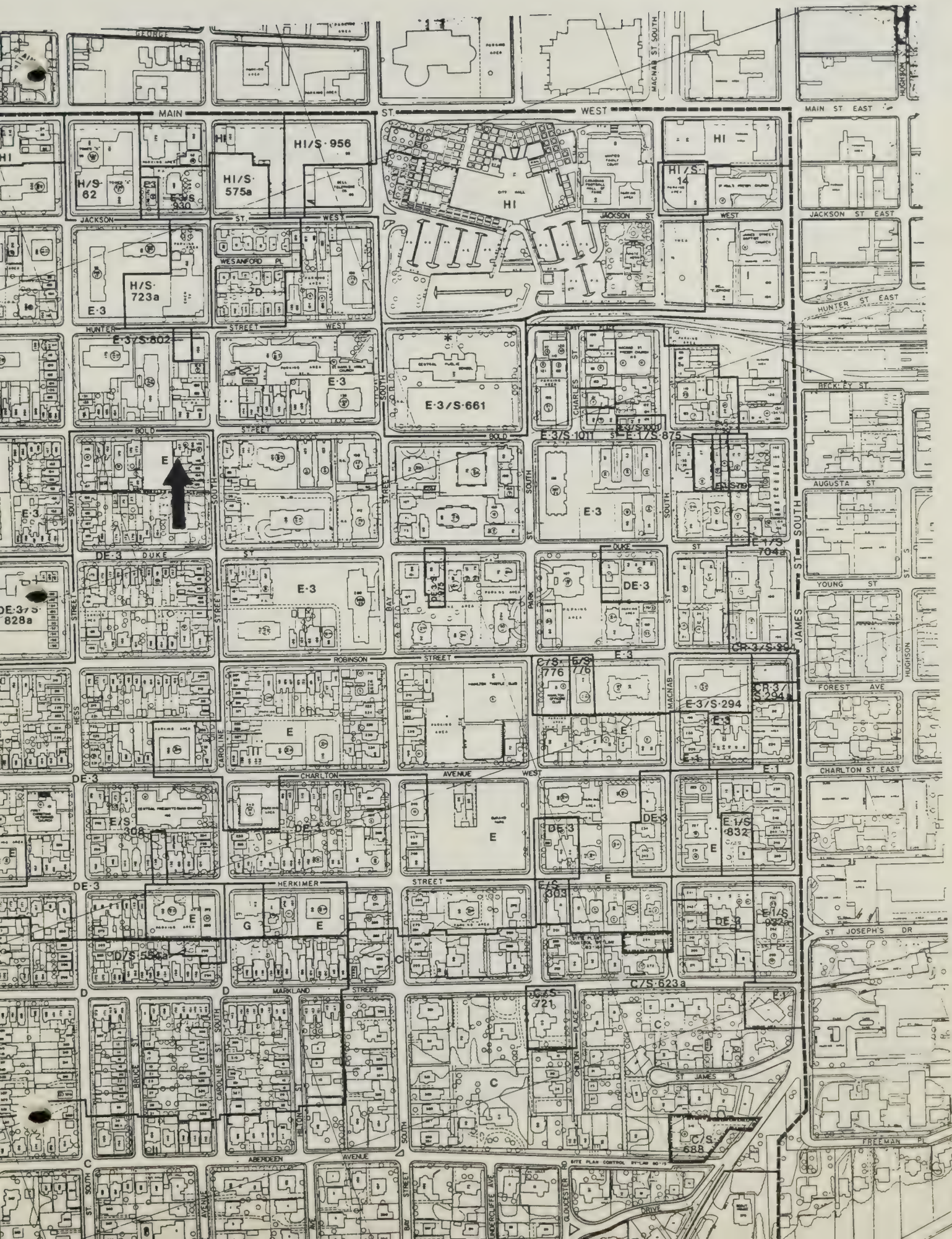
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 157 Bold Street, that time limit exemption permits be issued to residents of this building. The building is located on the south side of Bold, just west of Caroline.

Investigations reveal that there are six dwelling units in the subject building, and that there are no off-street parking spaces available on the private property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to one, two and three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Bold in this area consists of single family dwellings as well as apartment buildings.

Periodic observations reveal that Bold Street is moderately parked during the day, and since there has not been a great demand for parking permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of parking permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of the size in this area. Thus, there is a shortage of five off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of five parking permits at a rate of one permit per dwelling unit to the residents of this building, on a first come, first served basis.



FOR ACTION

22.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

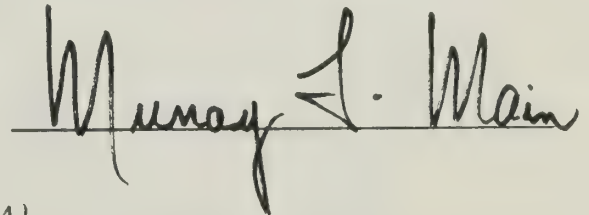
DATE: 1989 June 26
COMM FILE:
DEPT FILE: TEC-147-89

SUBJECT:

North side of Morningside Drive, east of Princeton Drive - Extension of Corner Clearance.

RECOMMENDATIONS:

- (a) That the existing "No Parking" corner clearance on the north side of Morningside Drive between Princeton Drive and a point 50 feet easterly be extended, such that the prohibition extends to a point 184 feet east of Princeton Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

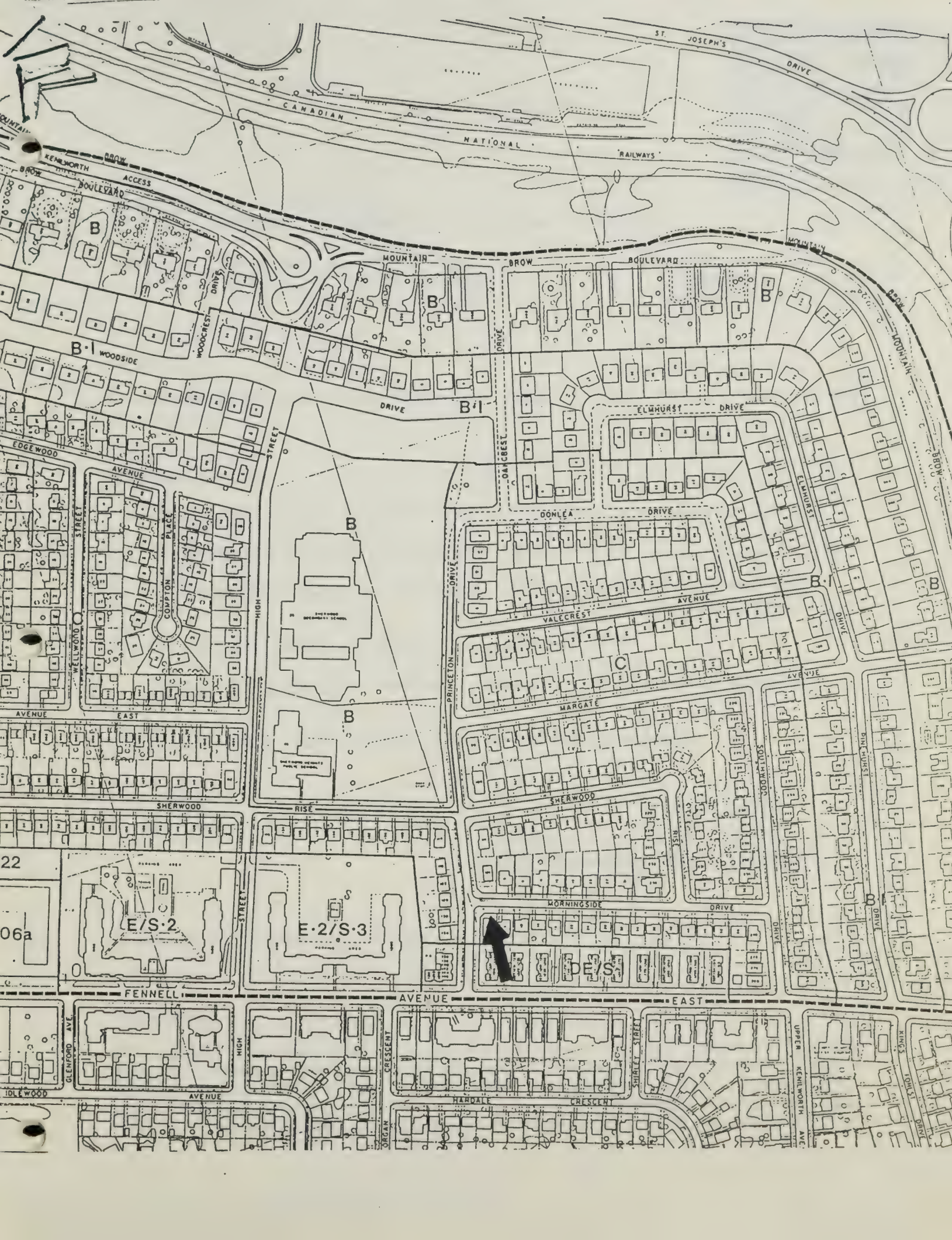
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

Alderman Tom Jackson recently asked for an investigation into the possibility of extending the existing "No Parking" corner clearance on the north side of Princeton, east of Morningside. Presently, there is unrestricted free parking on both sides of Morningside except for a parking prohibition on the north side between Princeton and a point 50 feet easterly. This "No Parking" corner clearance was implemented in 1988 in order to facilitate turning movements at the intersection of Morningside and Princeton. It is our conclusion that this corner clearance is sufficient to accommodate turning movements at the intersection, but the Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate traffic movement and driveway movements.

The Traffic Department has contacted the residents at nos. 5 and 9 Morningside, and neither of these residents object to an extension of the existing corner clearance across the frontage of their homes. Therefore, the Traffic Department supports the request to extend the corner clearance to the easterly property line of no. 9 Morningside Drive.



FOR ACTION

23.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 June 27
COMM FILE: TEC-152-89
DEPT FILE: 3-9.1

SUBJECT:

Melvin Avenue between Osborne Street and Talbot Street - Bus Stop Addition and Elimination.

RECOMMENDATION:

That in accordance with the request of the Hamilton Street Railway Company:

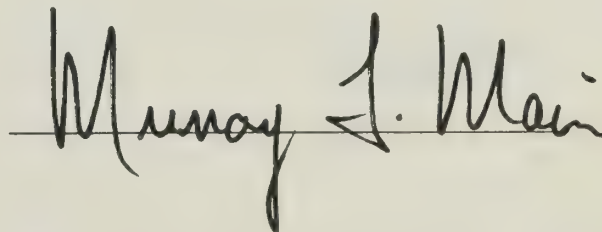
a) The following bus stop elimination be approved:

- Bayfront Route No. 4 - westbound - delete - Melvin Avenue East of Osborne Street (M/B)

b) The following bus stop addition be approved:

- Nash Route No. 57 - eastbound - Melvin Avenue opposite Talbot Street (M/B)

c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

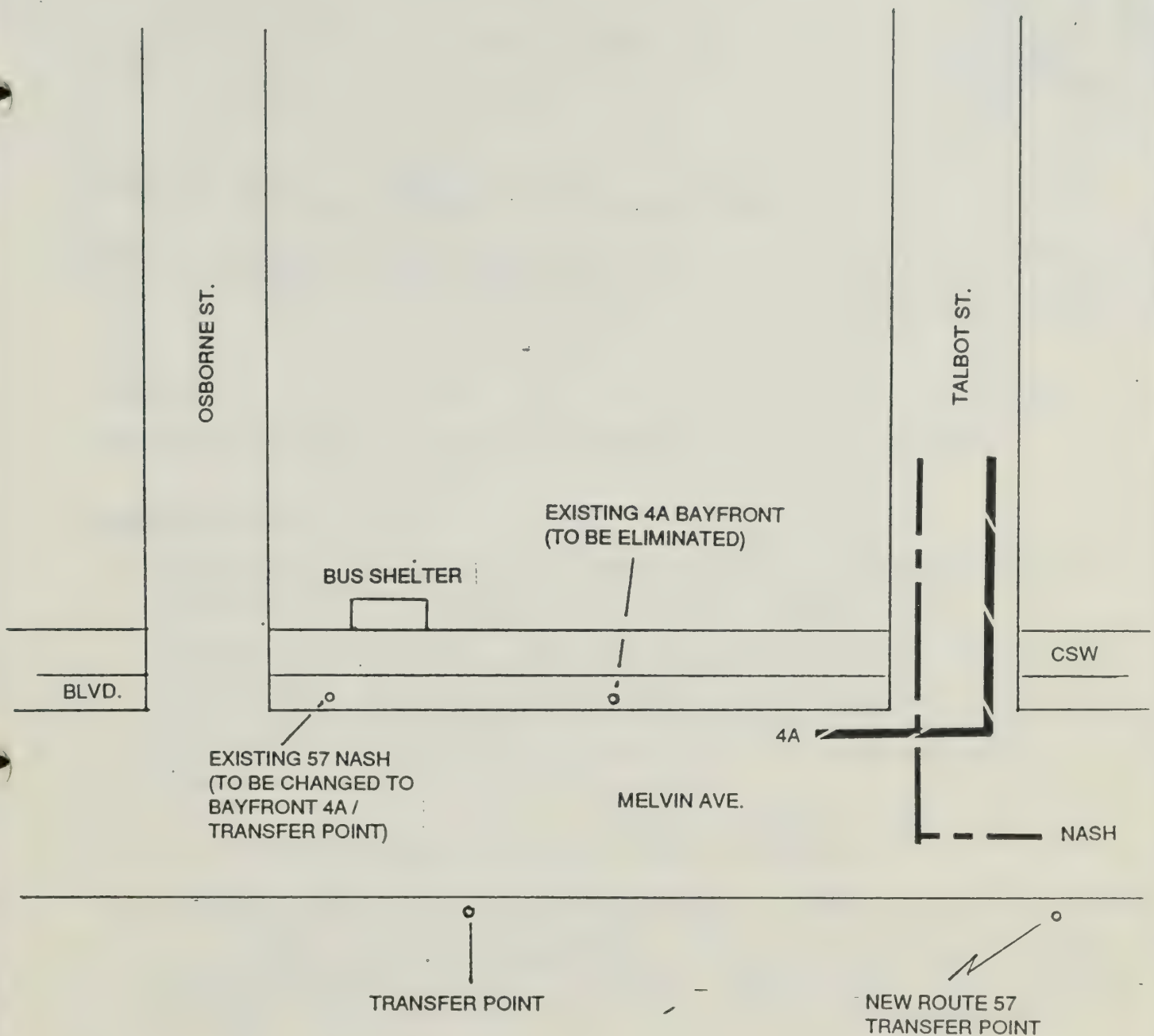
N/A

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company, requesting permission to add and eliminate bus stops on Melvin Avenue between Osborne Street and Talbot Street to improve service. The Traffic Department has reviewed the proposed bus stop elimination and concurs with this request. The north side of Melvin Avenue in this area is presently signed "No

Parking". Therefore, the bus stop area will be replaced with a "No Parking" regulation if the elimination is approved.

The Traffic Department has reviewed the proposed bus stop addition and finds it satisfactory from a traffic point of view. There will be no loss of any on-street parking, since the proposed bus stop location will be located in an area which is presently signed "No Parking". Therefore, the Traffic Department concurs with this request.



Note: All Measurements are in Meters
Roadways are not to scale

HAMILTON STREET RAILWAY COMPANY

1989 LANDING PAD PROGRAM

MARKETING & CUSTOMER SERVICES GROUP

LOCATION: MELVIN AVE. @ OSBORNE ST.

DATE: MAY 30 / 89

SCALE:

DWG. No.

FOR ACTION

24.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 June 30
COMM FILE:
DEPT FILE: TEC-148-89

SUBJECT:

Skateboards on Public Highways and Sidewalks in the City of Hamilton.

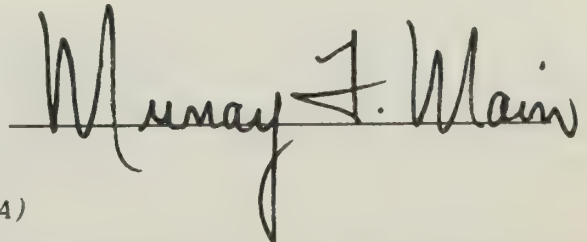
RECOMMENDATIONS:

- a) That Section 11 (Games, etc., on Highway) of the City Traffic By-law 89-72 be amended such that the section will read as follows:

"No person shall play or take part in any game or sport upon a roadway, and no person shall ride on a roadway in or on a skateboard, coaster, skis, toy vehicle, rollerskates or similar devices, except for the purpose of crossing the road, and when so crossing such person shall have the rights and be subject to the obligations of a pedestrian."

- (b) That Section 27(9) (Vehicles on Sidewalks) of the City Traffic By-law 89-72 be amended such that the section reads as follows:

"No person shall drive any animal or vehicle, including any person in or on a bicycle, skateboards, coasters, skis, toy vehicle, or similar devices, over or upon a sidewalk save at a properly constructed crossing, but this prohibition shall not apply to baby carriages, roller skates children's tricycles or other such vehicles appropriate to sidewalks."



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Regional Police Department recently contacted the Traffic Department

respecting an interpretation of a provision of the City Traffic By-law respecting skateboards on public highways and sidewalks. It was determined that, while the intent of the By-law appears to prohibit skateboards on public highways and sidewalks, the existing wording does not specifically state that skateboards cannot be used in roadways or on sidewalks. The Regional Police have advised that charges against persons skateboarding on a roadway have been dismissed in the Courts because of the general wording of the By-law.

The Traffic Department and Regional Police therefore recommend that the City of Hamilton Traffic By-law be amended to specifically state that skateboarding is prohibited on sidewalks and roadways and this prohibition should also be amended at this time to include skiing, etc.

The Traffic Department is preparing a similar report recommending that the Regional Traffic By-law also be amended in this regard.

FOR ACTION

25.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

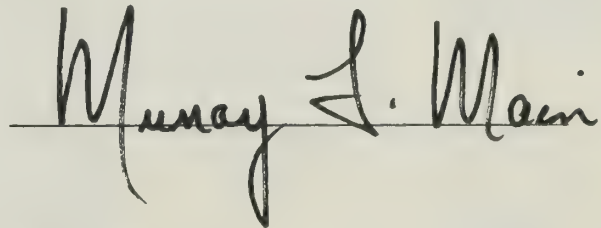
DATE: 1989 July 10
COMM FILE: TEC-160-89
DEPT FILE: 3-9.3

SUBJECT:

Lottridge Street, South of Case Street - Corner Clearance.

RECOMMENDATION:

- a) That stopping be prohibited on the west side of Lottridge Street between Case Street and a point 50 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

An area resident has requested that all-way stop control be implemented at the intersection of Lottridge Street and Case Street. The Traffic Department has concluded that all-way stop control is not required at this location, but to improve visibility for eastbound motorists on Case Street attempting to enter Lottridge Street a corner clearance is required.

A Traffic Department investigator has confirmed that vehicles parked at this location create a sight obstruction for eastbound traffic on Case Street. Records indicate that there have been five reported collisions at this intersection since 1984, two of which could be directly attributed to obstructed visibility. Therefore, to improve conditions at this intersection, the Traffic Department recommends that a corner clearance be implemented at this location.

The implementation of this corner clearance would result in a loss of one legal on-street parking space. The abutting lands are occupied by a vacant variety store and parking would still be permitted on the west side of Lottridge for the remainder of the block, and on Case Street in this area. Therefore, the Traffic Department would not anticipate any serious parking problems resulting.



FOR ACTION

26.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

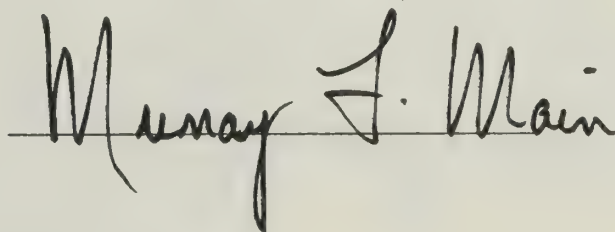
DATE: 1989 June 28
COMM FILE: TEC-154-89
DEPT FILE: 3-9.1

SUBJECT:

15 Roseland Avenue - Request for Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Roseland Avenue commencing 162 feet east of Blake Street and extending to a point 22 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. M. Schuster, 15 Roseland Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month fee for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. M. Schuster, 15 Roseland Avenue, that a reserved permit parking space be designated on the street in front of her home since she is handicapped. Presently, there is unrestricted free parking on the north side and a "No Parking" regulation on the south side of Roseland in this area.

The City Council on 1987 December 08, approved a policy to allow for the implementation of reserved permit parking spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mrs. Schuster possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area on the private property. The on-street parking is on Mrs. Schuster's side of the street. Therefore, the Traffic Department concurs with the request.



FOR ACTION

27.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

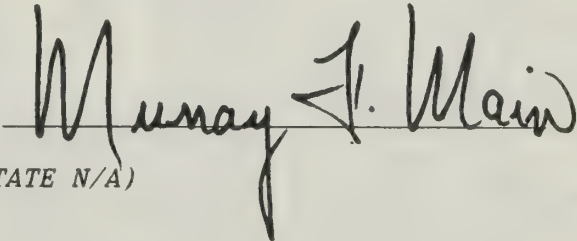
DATE: 1989 June 30
COMM FILE: TEC-157-89
DEPT FILE: 3-9.5

SUBJECT:

No. 89 Robinson Street - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 506524 C.D. to the property owner at No. 89 Robinson Street be discharged at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

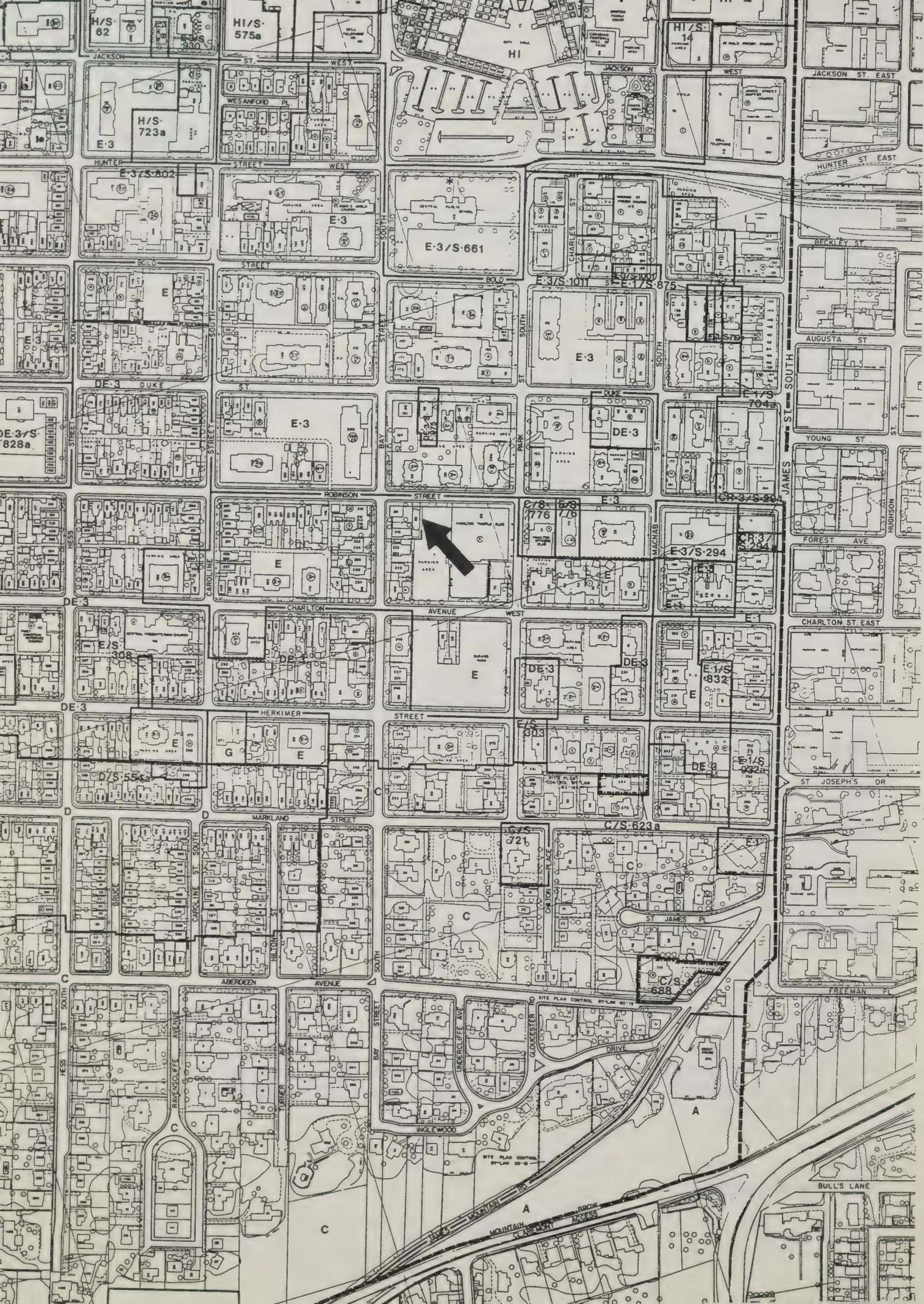
N/A

BACKGROUND:

On 1988 October 28, the Traffic Department approved an application by Mr. Henry Board, the owner of the property at No. 89 Robinson Street, to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1989 May 09.

The owner of the property has since written to the Traffic Department requesting that the existing agreement be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with the request.

cc: Mr. K.A. Rouff
City Solicitor



FOR ACTION

28.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

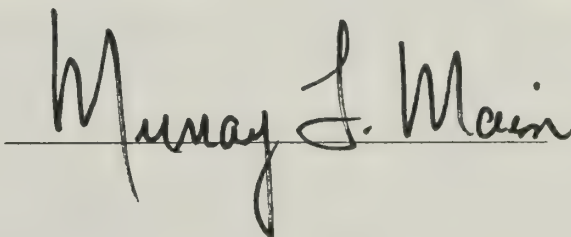
DATE: 1989 July 10
COMM FILE: TEC-161-89
DEPT FILE: 3-9.5

SUBJECT:

No. 98 Hess Street South - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 324489 C.D. to the property owner at No. 98 Hess Street South be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



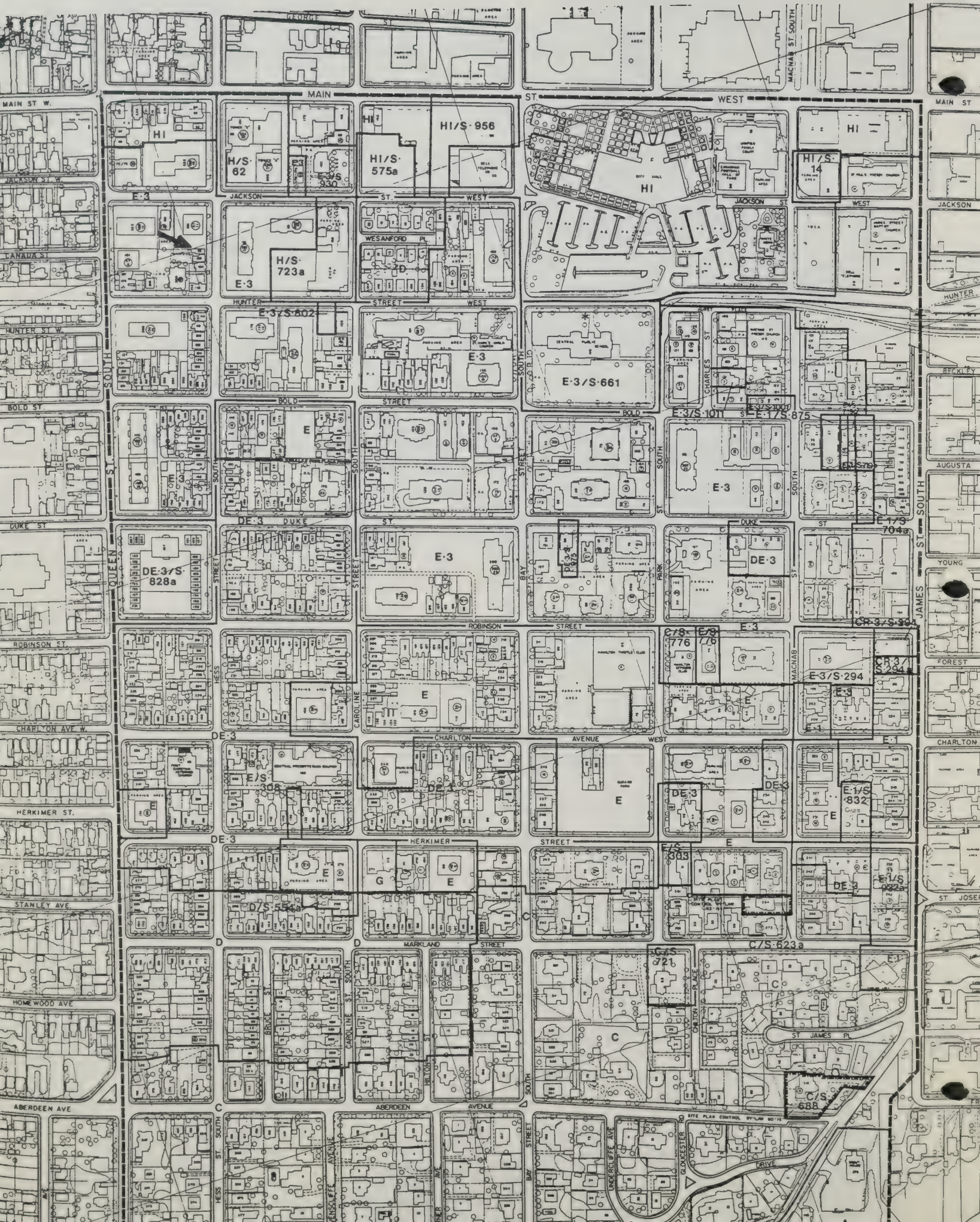
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On 1985 August 25, a Residential Boulevard Parking Agreement was registered in the Land Registry Office as instrument No. 324489 C.D. This agreement, between the City of Hamilton and Mr. Micheal G. Neill, allowed one vehicle to be parked partially on the City boulevard in front of No. 98 Hess Street South.

Mr. Neill has recently requested that the existing agreement be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with the request.



FOR ACTION

29.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

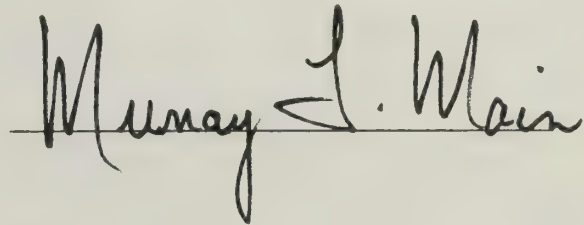
DATE: 1989 June 26
COMM FILE: TEC-145-89
DEPT FILE: 3-9.6/3-9.2

SUBJECT:

Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations.

RECOMMENDATION:

- a) That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Roxborough Avenue and Graham Street North at this time; and
- b) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Roxborough Avenue from Graham Street North to Houghton Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$6,882, and presently, there are no funds budgeted for additional school traffic officers.

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

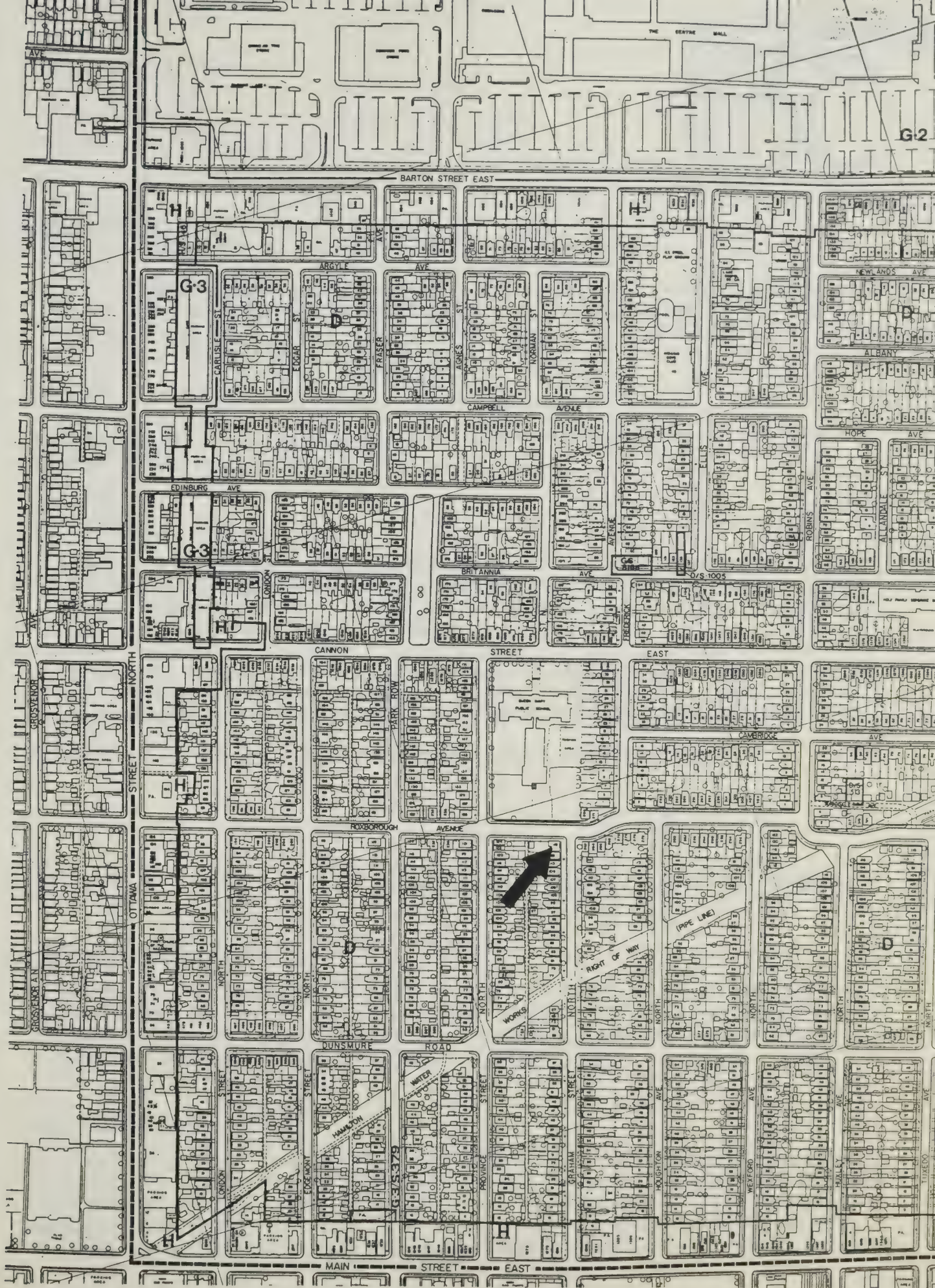
BACKGROUND:

The Traffic Department has received a letter from Mr. Doug Kelterborn of the Board of Education for the City of Hamilton on behalf of the area residents,

requesting that a school traffic officer be assigned to the intersection of Roxborough and Graham. The subject intersection is a "T" type intersection, and presently, northbound traffic on Graham is required to stop for eastbound and westbound traffic on Roxborough. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police for study.

The Regional Police Department conducted studies at this location on 1989 May 15th and 16th, and observed 142 crossing movements by children during the three school crossing periods (112 across Roxborough and 30 across Graham). The Regional Police have concluded, in part, that there were regular safe gaps for children to cross and have therefore, recommended that a school traffic officer not be assigned to the intersection at this time. However, the Regional Police have also recommended that parking be prohibited on the south side of Roxborough between Graham and Houghton to improve visibility for school children attempting to cross Roxborough in this area.

There have been no reported collisions at this intersection in recent years. Thus, the intersection is operating safely, and the Traffic Department concurs with the Regional Police that a school traffic officer is not required at this intersection at this time. The Traffic Department also concurs with the recommendation for a parking prohibition on the south side of Roxborough between Graham and Houghton, but recommends that the prohibition be in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, to allow parking in this area at other times. Periodic observations have revealed that the street is lightly parked during the day and that the parked vehicles could be accommodated in other nearby on-street spaces. Therefore, no serious parking problems should result for abutting residents.



FOR ACTION

30.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

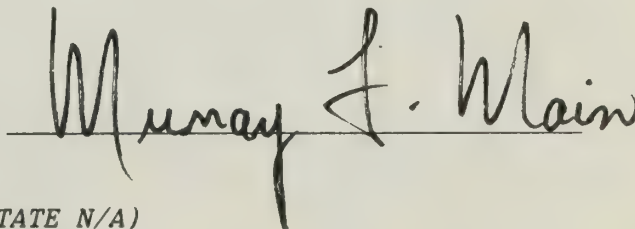
DATE: 1989 June 21
COMM FILE: TEC-146-89
DEPT FILE: 3-9.6/3-9.2

SUBJECT:

Intersection of Whitney Avenue and Emerson Street - Removal of School Traffic Officer/Parking Regulations.

RECOMMENDATION:

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school traffic officer presently assigned to the intersection of Whitney Avenue and Emerson Street during the morning and evening crossing periods be removed; and
- b) That a "No Parking, 8:00 a.m. to 4:30 p.m., Monday to Friday" regulation be implemented on the east side of Emerson Street commencing at the north leg of Whitney Avenue and extending to a point 50 feet southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

An annual savings of \$5,142.00 will result from removing the school traffic officer during the morning and evening crossing periods. Sufficient funds are provided in the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

On 1989 May 11, the Hamilton-Wentworth Regional Police Department conducted studies at the intersection of Emerson Street and the north leg of Whitney Avenue to determine if the existing school traffic officer is still required. Presently, the school traffic officer at this location assists school children crossing during the morning and evening crossing periods only.

The Regional Police concluded from their studies that there are only four crossing movements by children across Emerson and two crossing movements by children across Whitney during each of the two crossing periods, and that the children are able to cross safely with the three-way stop which was implemented in 1988. The Regional Police have, therefore, recommended that the school traffic officer be removed from this location, but that a 50 foot "No Parking" corner clearance be implemented on the east side of Emerson, south of Whitney, to improve visibility of the crosswalk.

The Traffic Department concurs with the recommendations of the Regional Police and recommends that a "No Parking, 8:00 a.m. to 4:30 p.m., Monday to Friday" regulation be implemented on the east side of Emerson from Whitney to a point 50 feet southerly. The proposed parking prohibition will result in a loss of only one on-street parking space and all residents in this area have off-street parking available to them. Parking would still be permitted on both sides of Emerson for the remainder of the block. Therefore, no parking problems should occur as a result of this corner clearance.



FOR ACTION

3/cax

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

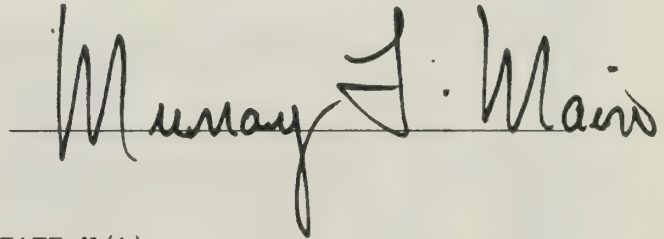
DATE: 1989 June 28
COMM FILE: TEC-155-89
DEPT FILE: 3-9.7

SUBJECT:

South Side of Broker Drive, west of Kingslea Drive - Request for a School Bus Loading Zone.

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. - 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Broker Drive commencing at a point 151 feet west of Kingslea Drive and extending to a point 80 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



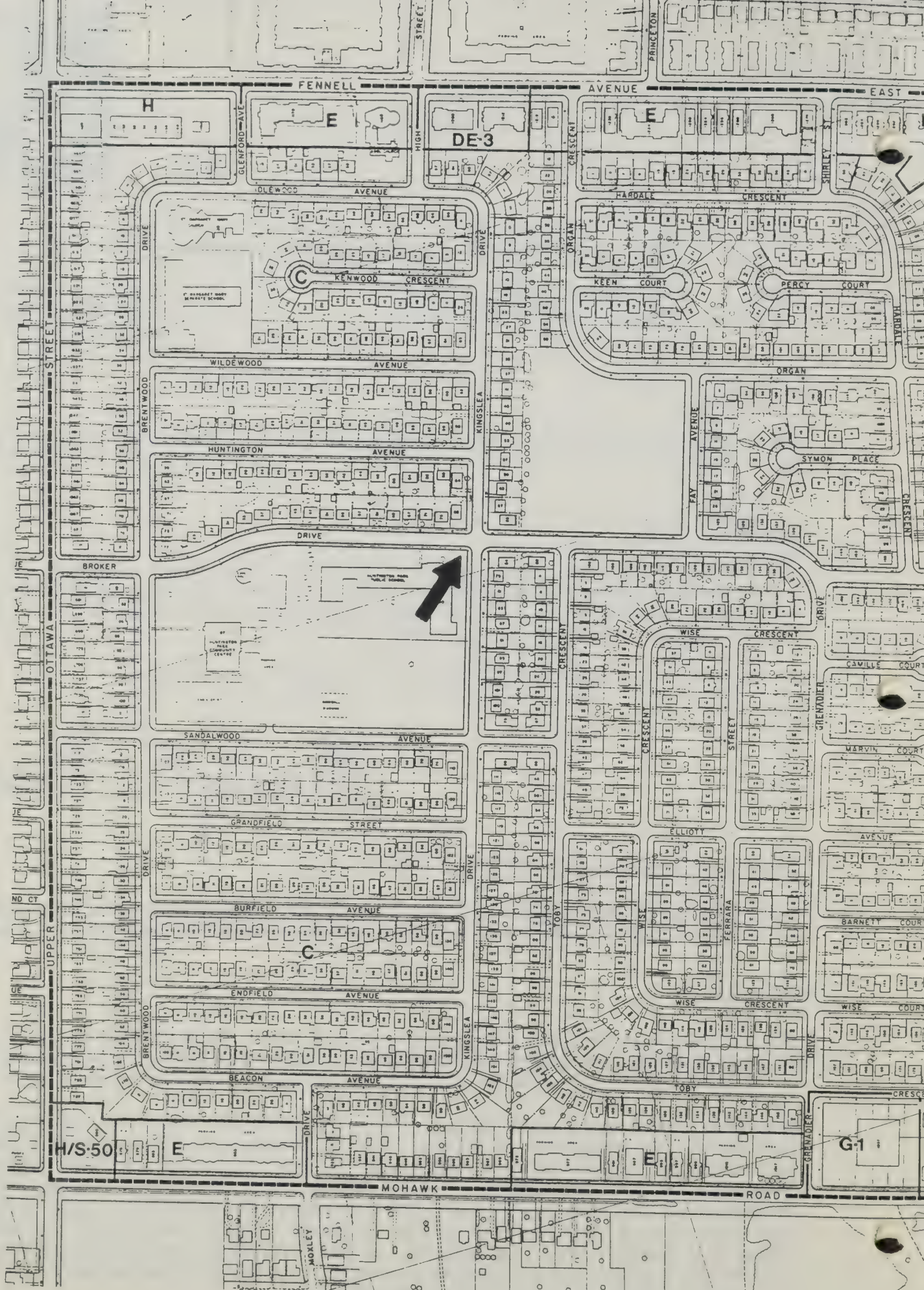
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Susan Wilson of the Board of Education for the City of Hamilton, that a school bus loading zone regulation be implemented on Broker Drive in front of Huntington Park Elementary School.

Presently, parking is prohibited on the south side and there is unrestricted parking on the north side of Broker, west of Kingslea. Although school buses are permitted to stop to load and unload children in the "No Parking" area in front of the school, the Highway Traffic Act requires that the red signal lights on the school bus must be flashing, and all vehicular traffic must stop in both direction while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place on Broker Drive, the Traffic Department concurs with the request.



FOR ACTION

3/cb)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

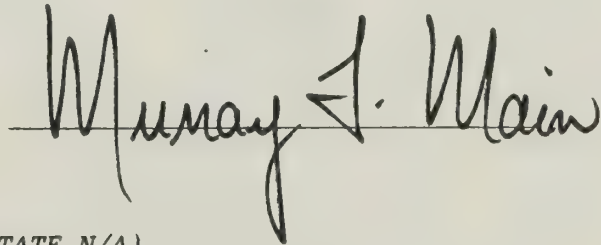
DATE: 1989 July 4
COMM FILE: TEC-159-89
DEPT FILE: 3-9.7

SUBJECT:

North side of Ravenbury Drive, west of Ranwood Court - Request for a School Bus Loading Zone.

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Ravenbury Drive commencing at a point five feet east of the extended curb line of Rama Court and extending to a point 80 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

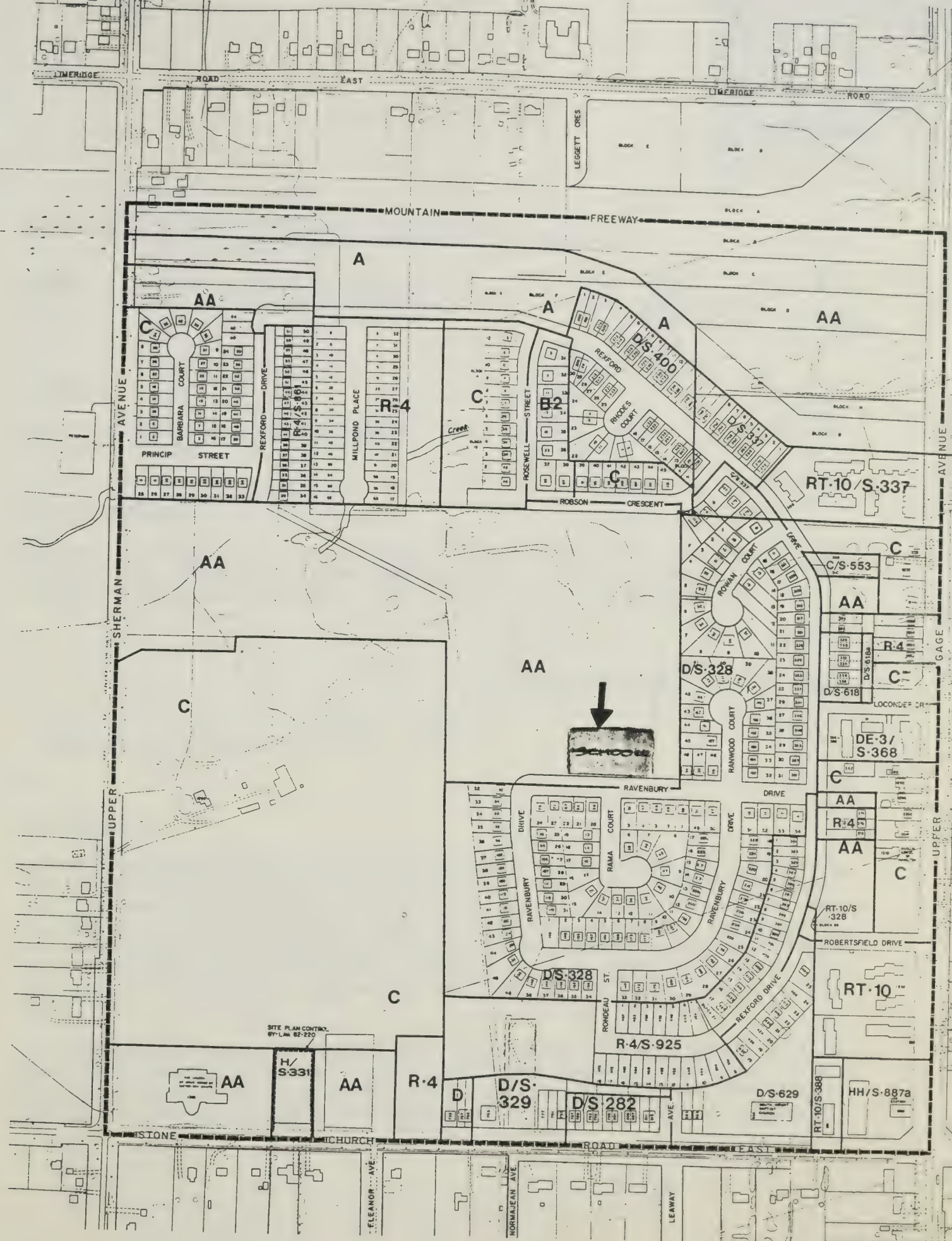
BACKGROUND:

The Traffic Department has received a request from Ms. Susan Wilson of the Board of Education for the City of Hamilton, that a school bus loading zone be implemented on the north side of Ravenbury, east of Rama Court to accommodate two school buses in front of Lincoln Alexander Elementary School which is opening in September of this year.

Presently, parking is permitted on both sides of Ravenbury in this area, and although the school buses are permitted to stop to load and unload in this area, the Highway Traffic Act requires that the red signal lights on a school bus must

be flashing, and all vehicular traffic must stop in both directions while loading and unloading of school children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place on Ravenbury, the Traffic Department concurs with the request.

Also, in accordance with the general Traffic By-law provision, it would be appropriate to erect "No Parking 7:00 a.m. to 6:00 p.m., Monday to Saturday" signs on the north side of Ravenbury across the frontage of the school as a safety measure. All of the homes on the south side have off-street parking and unrestricted parking would remain on the south side, as well as on the north side during the evenings and on Sundays. Therefore, no parking problems should result, and the Traffic Department has issued a work order to erect these signs.



FOR ACTION

32(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

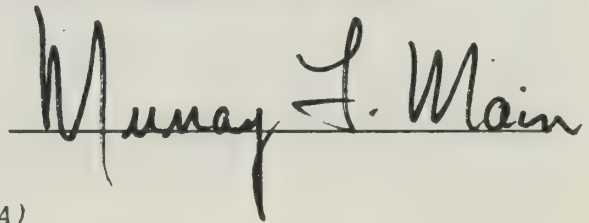
DATE: 1989 July 13
COMM FILE:
DEPT FILE: TEC-167-89

SUBJECT:

Fairleigh Crescent between Delaware and Cumberland Avenues - Residential Boulevard Parking.

RECOMMENDATIONS:

That no exemption be made to the policy allowing residential boulevard parking for one, two and three family dwellings throughout the City of Hamilton, for the portion of Fairleigh Crescent between Delaware and Cumberland Avenues.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Alderman Brian Hinkley has forwarded to the Traffic Department a petition from the residents of Fairleigh Crescent between Delaware and Cumberland Avenues, which requests that the policy allowing residential boulevard parking for one, two and three family dwellings, which is applicable to all City and Regional roads within the City, be disallowed for the subject block of Fairleigh Crescent. No reasons were given for the request on the petition or the accompanying letter. The petition is signed by representatives of 24 of the 34 residences in this block.

An investigation has revealed that 32 of the 34 residential properties in this block have existing off-street parking. 29 of the properties have driveways on private property, 3 of the properties have single residential boulevard parking spaces and the other 2 properties do not have any off-street parking whatsoever.

The program to allow residential boulevard parking has been very successful in the City to the extent that approximately 2500 agreements have been executed on City roadways. This provision solves many problems, and specifically, provides one or more reserved parking spaces for each applicant immediately adjacent to their own property such that the problem of not being able to find a parking space near their home, or in many cases, within the same block, is eliminated.

With respect to land values, most applicants believe that the provision of a reserved parking space for their property will increase the value of the property rather than decrease it.

Two blocks of street (Gladstone between Main and Delaware and St. Clair between Main and Delaware) have been approved by the City Council for exclusion from any further front yard parking approvals. Neither of these exclusions were supported by staff.

While there are no current outstanding applications for residential boulevard parking on Fairleigh Crescent between Delaware and Cumberland, it would appear to be unreasonable to deny the 2 residents who do not have any off-street parking the privilege of installing a boulevard parking space in front of their homes. Applicants are merely asking for the same privilege as other residents who have paved a portion of the boulevard and/or front yard to supply their own parking needs, either off-street or partially upon the boulevard. Those with existing driveways have denied others the ability to park in front of their homes, but still have the ability to park in front of homes where driveways are not presently in existence. The creation of exclusions to the by-law and policy for small portions of streets within the City would be inconsistent and inequitable to residents, and would create significant administrative problems if applied on a wide scale. Therefore, the Traffic Department recommends against such an exclusion.

FOR ACTION

32(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

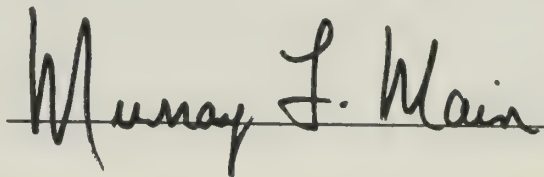
DATE: 1989 July 13
COMM FILE:
DEPT FILE: TEC-168-89

SUBJECT:

Elm Street between Balsam Avenue South and the easterly end - Residential Boulevard Parking.

RECOMMENDATIONS:

That no exemption be made to the policy allowing residential boulevard parking for one, two and three family dwellings throughout the City of Hamilton, for Elm Street between Balsam Avenue and the easterly end.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Alderman Brian Hinkley has forwarded to the Traffic Department a petition from the residents of Elm Street between Balsam and the easterly end, which requests that the policy allowing residential boulevard parking for one, two and three family dwellings, which is applicable to all City and Regional roads within the City, be disallowed for this block. No reasons were given for the request on the petition. The petition is signed by representatives of 13 of the 21 residences in this block.

An investigation has revealed that 19 of the 21 residential properties in this block have existing off-street parking. All of these off-street spaces are located in the rear yards and are accessible from the rear alleys except for 7 properties which have driveways directly off of Elm Street. The remaining two properties do not have any off-street parking whatsoever, but one could have front yard parking and both could accommodate space in the rear yard if the residents wish to install a space.

The program to allow residential boulevard parking has been very successful in the City to the extent that approximately 2500 agreements have been executed on City roadways. This provision solves many problems, and specifically, provides one or more reserved parking spaces for each applicant immediately adjacent to their own property such that the problem of not being able to find a parking space near their home, or in many cases, within the same block, is eliminated.

With respect to land values, most applicants believe that the provision of a reserved parking space for their property will increase the value of the property rather than decrease it.

Two blocks of street (Gladstone between Main and Delaware and St. Clair between Main and Delaware) have been approved by the City Council for exclusion from any further front yard parking. Neither of these exclusions were supported by staff.

While there are no current outstanding applications for residential boulevard parking on Elm Street, it would appear to be unreasonable to deny the two residents who do not have any off-street parking the privilege of installing a boulevard parking space in front of their homes. Applicants are merely asking for the same privilege as other residents who have paved a portion of the boulevard and/or front yard to supply their own parking needs, either off-street or partially upon the boulevard. Those with existing driveways have denied others the ability to park in front of their homes, but still have the ability to park in front of homes where driveways are not presently in existence. The creation of exclusions to the by-law and policy for small portions of streets within the City would be inconsistent and inequitable to residents, and would create significant administrative problems if applied on a wide scale basis. Therefore, the Traffic Department recommends against such an exclusion.

F O R A C T I O N

33.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 June 20
COMM FILE: 3-11.9
DEPT FILE: T103-03(227)
ID#0227(53)

SUBJECT

Proposed East/West Alley Closure -
First South of Barton Street East from Kensington Avenue North
to 18.45m East

RECOMMENDATION

That the Committee review the request of the applicant Mr. K. DiBartolemeo; agent for Genuine Bakery Limited whose property abuts the alley, to stop-up and close the East/West Alley, 1st South of Barton Street from Kensington Avenue North to 18.45m East and if the request is acceptable to your Committee, recommend same subject to the following:

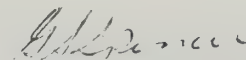
- (1) That the City Solicitor be directed to prepare a By-Law for the stopping-up, closing and sale of the East/West Alley, 1st South of Barton Street from Kensington Avenue North to 18.45m East.
- (2) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law.
- (3) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners.
- (4) That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.
- (5) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing, pursuant to Section 48 of the Regional Act.

Continued . . .

Proposed East/West Alley Closure

Continued . . .

- (6) That the abutting owners provide a 1m easement to Bell Canada, with respect to their underground and/or aerial plant.
- (7) That the abutting owners provide a 2m easement to Union Gas Limited for their existing underground plant.



G. S. Spencer, P.Eng.
Commissioner of Engineering

ORIGIN

We have received a request from Mr. K. DiBartolomeo; agent for Genuine Bakery, an abutting owner, to close the subject alley, as shown on the attached drawing.

BACKGROUND

The present alley system in the block surrounded by Barton Street East, Rosslyn Avenue North, Campbell Avenue and Kensington Avenue North is "T" shaped with openings onto Kensington Avenue, Rosslyn Avenue and Campbell Avenue. The alley was assumed by By-Law No. 82-123 and was paved in 1982.

ANALYSIS

This department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property residents/owners. The results are as follows:

- (a) City of Hamilton Traffic Department and the Regional Engineering Department (Survey Section) both indicated that the subject closure is being used by the area residents for vehicular traffic.

Continued . . .

-page 3-
1989 June 20

Proposed East/West Alley Closure

Continued . . .

- (b) Abutting owners: 2 in favour, 23 objections, 1 no opinion, and 52 no response.
- (c) The status of this alley is public assumed, and as such it would have to be closed by By-Law.

Because of the following:

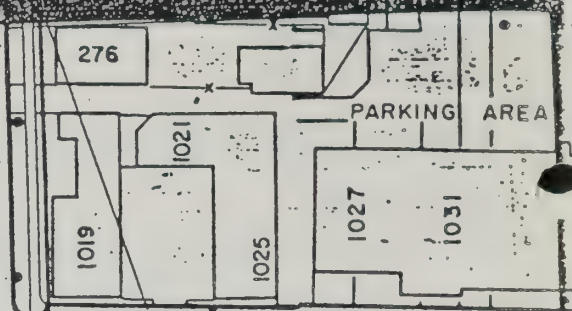
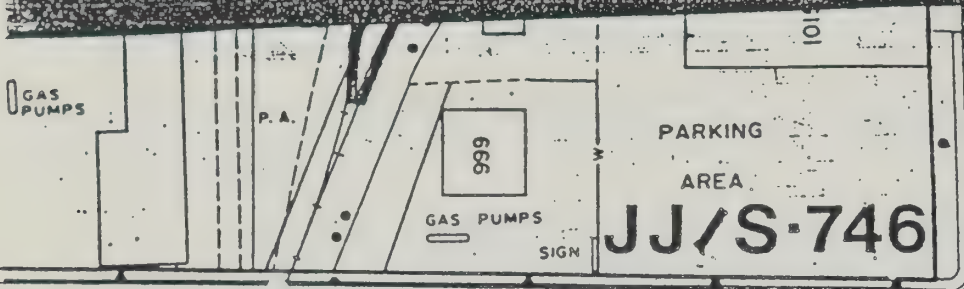
- (i) objections from abutting owners,
- (ii) concerns of municipal departments,
- (iii) probability of the City being liable for court costs of any objecting party,

we were not in favour of this application being submitted to the Transport and Environment Committee for its' consideration. By letter dated November 23, 1987, the applicant was notified of the objection and based upon the recorded objection to this closure application, he was requested to withdraw his application.

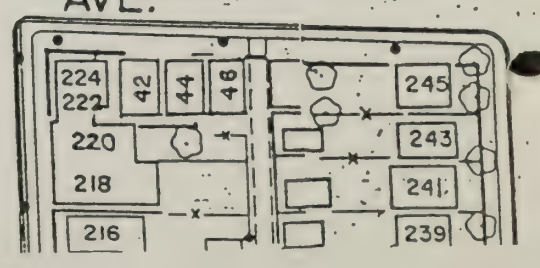
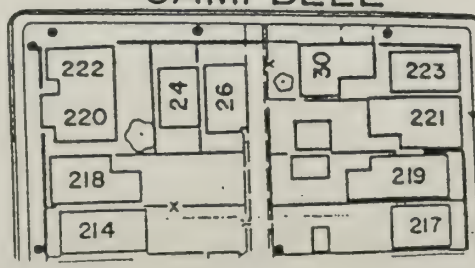
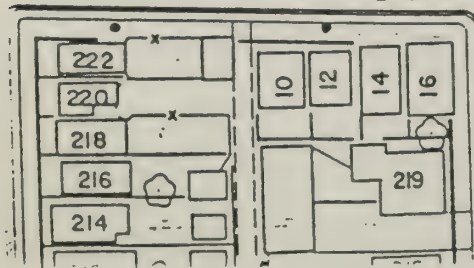
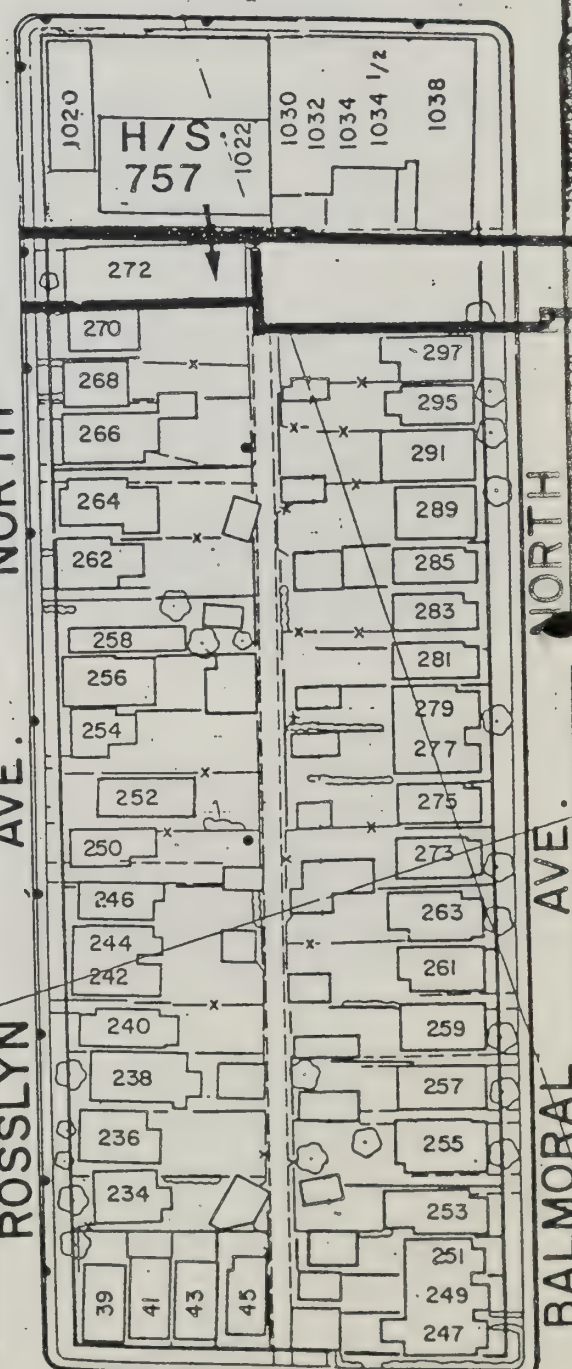
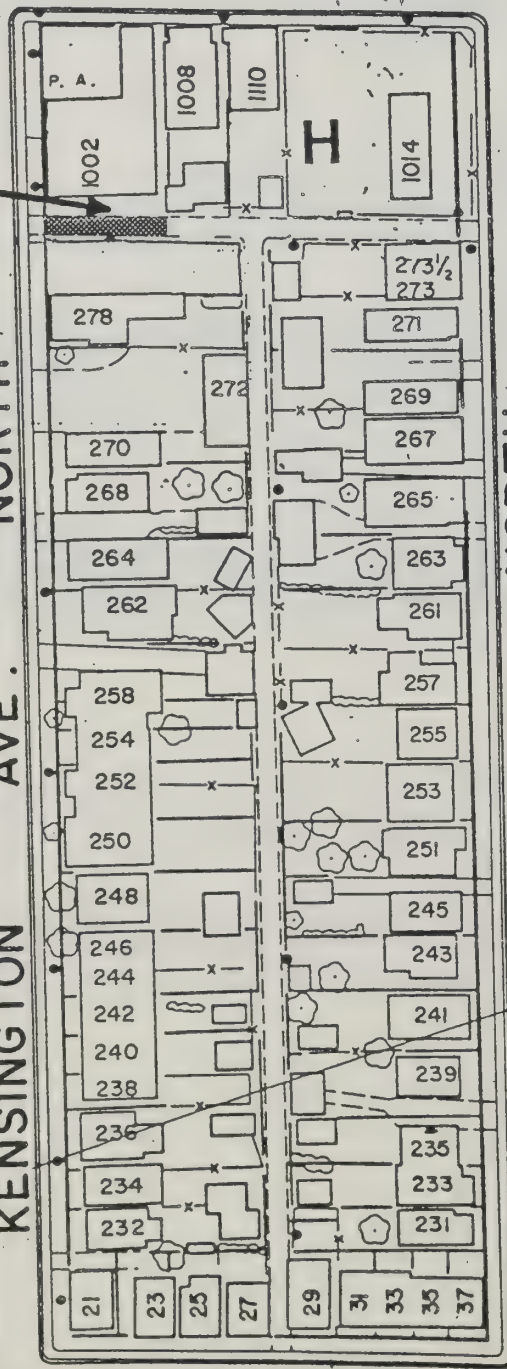
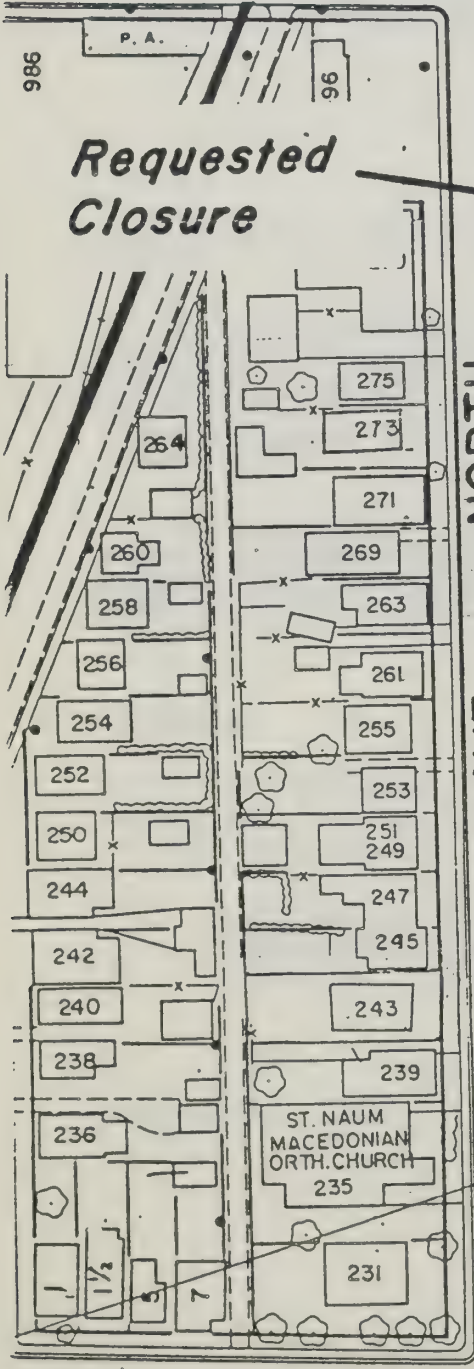
In response to a telephone call from staff on June 19, 1989, Mr. DiBartolomeo advised this department that he wished to proceed with his proposal and asked that this matter be presented to your Committee for consideration.

JKC:clc
attach.

cc: L. Lawrence, City Solicitor's Office
cc: Alderman Brian Hinkley
cc: Alderman Don Drury
cc: M. Watson, Manager Real Estate Division, Property Department



BARTON STREET EAST



CAMPBELL AVE.

NORTH BARMOR AVE.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 July 12
COMM FILE:
DEPT FILE: T108-01

SUBJECT

Engineering staff have been requested to arrange a meeting between the Transport and Environment Committee and Transport Canada staff regarding level crossings in Hamilton and specifically Quigley Road, Mount Albion Road, and Greenhill Avenue.

BACKGROUND

A comprehensive report on level crossings in the City of Hamilton was considered by Committee in April of 1988, and no action was requested by Committee at that time. A copy of that report is attached.

ANALYSIS

Since the previous report was prepared, there have been some changes with respect to Federal Government regulations regarding train service across Canada. Transport Canada, though the Minister of Transport, is responsible for railway safety and funding of projects. The National Transportation Agency of Canada handles arbitration cases.

There have also been changes to the Railway Safety Act with respect to warrants for signal protection, as follows:

<u>Type of Crossing Protection</u>	<u>New Exposure Index</u>	<u>Old Exposure Index</u>
1) Reflectorized crossing signboards (cross-bucks)	Less than 1,000	Less than 1,000
2) Flashing signals and electronic bells (LB)	1,000 - 80,000	1,000 - 100,000
3) Flashing signals, electronic bells and gates (LBG)	80,000 - 200,000	100,000 - 150,000
4) Grade Separation	200,00 and over	150,000 and over

Cont'd...

-Page 2-
July 12, 1989

ANALYSIS, Cont'd...

These new warrants do not change the requirements for signal protection at any of the level crossings in the City of Hamilton.

As a result of the train-vehicle collision at the Quigley Road railway crossing on June 10, 1989, staff have reviewed the existing railway protection and find that it does conform to the standards set out by Transport Canada.

If Council decides that gates should be installed at all level crossings, notwithstanding that the warrants for such protection are not met, the entire installation cost would be the responsibility of the City, as would future maintenance costs. The installation of gates would cost in the order of \$40 - 60,000, per installation.

JC:jd
Attach. *[Signature]*

cc: Alderman F. Lombardo

F O R I N F O R M A T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,
COMMISSIONER OF ENGINEERING

DATE: 1988 April 11
COMM FILE:
DEPT FILE: T108-01
ID#0043D (47)

SUBJECT

As a result of the recent train-vehicle collision at the Mount Albion Road crossing, the Engineering Services Committee received a report on railway signal crossings within Hamilton-Wentworth Region and referred the issue of the City crossings to the Transport & Environment Committee.

J. R. G. Leach
Commissioner of Engineering

ANALYSIS

The National Transportation Agency of Canada (NTA), formerly the Canadian Transport Commission, is the governing body which dictates specific railway crossing improvements, decides on cost-sharing, and provides funding for their improvements. The Railway Safety Branch, a group within the NTA, monitors and reviews the status of railway crossing signal protection. Based on its findings, the Railway Safety Branch recommends to the NTA the required improvements for a railway crossing. Contingent on the availability of funding from the NTA, such crossing improvements are carried out.

There are four levels of protection that can be installed at a railway crossing:

- (1) Reflectorized crossing signboards (cross bucks) (S),
- (2) Flashing signals and electronic bells (LB),
- (3) Flashing signals, electronic bells and gates (LBG),
- (4) The separation of a railway crossing from the road by means of a bridge structure (grade separation) (GS).

Exposure Index is one of the measures used to address the level of signal protection required at a crossing. The Exposure Index is the product of the number of trains per day multiplied by the existing daily road traffic volume (AADT).

Cont'd

Analysis ... Cont'd

In general, the Railway Safety Branch establishes the level of signal protection by the following Exposure Index ranges:

<u>TYPE OF PROTECTION</u>	<u>EXPOSURE INDEX RANGE</u>
Signboards (S)	Less than 1,000
Lights and Bells (LB)	1,000 - 100,000
Lights, Bells and Gates (LBG)	100,000 - 150,000
Grade Separation (GS)	150,000 Plus

The site-specific level of protection at a railway crossing is also governed by other factors such as: train speed; train frequency; train scheduling; sight visibility; road level of service; track structure (single or multi-track); collision history; and road-rail geometrics.

For example, in 1987 the CNR's McKinstry Street, Hillyard Street, Dickson Street, Niagara Street and Simcoe Street crossings were upgraded from signboard protection to lights and bells. It was identified that the collisions were not only a result of the exposure index, but also due to poor sight visibility created by road geometrics or by the proximity of existing structures to the railway lines. Of 16 collisions which occurred on local crossings between 1983 and 1987, 8 occurred at these crossings.

As shown on Table 1, there are 65 railway lines, identified by a Subdivision name, that cross Local Roads. Twenty-three of the 65 railway lines are protected by signboards. The remaining 42 lines are protected by various signal types at 40 locations, several of which involve more than one line. Thirty-six of the 40 signals are fully or partially funded by the City, and the remaining four are funded by the Railways.

Staff have information on the Exposure Index (Table 1) and on the collision history of railway crossings (Table 2). This information was used to prepare an initial assessment of the suitability of protection at each crossing. Where the existing protection was not the same as that indicated by the initial assessment, a detailed review was conducted by Engineering Department and NTA staff.

As a result of the review, five crossings were found to exceed the Exposure Index for signboard protection and they are listed below:

<u>Crossing Number</u>	<u>Street</u>	<u>Subdivision</u>
1074	Kenilworth Ave.	Lysaught Spur
1083	Lottridge Street	Westinghouse Branch
1096	Parkdale Avenue	NNW & Firestone Lead
1097	Brampton Street	NNW
1126	Stuart Street	Oakville

Cont'd

Analysis ... Cont'd

It was found that the train speed on these lines does not exceed 16km/hr. (10 mph), and in most cases they are protected by a flagman. Other than the Parkdale Avenue crossing, these crossings do not have a train-vehicle collision history.

Staff also met with NTA staff to review the existing protection of the Mount Albion Road and Quigley Road crossings. It was confirmed that the last collision at Mount Albion Road prior to the February 1988 collision was in 1977, and there were no injuries or fatalities in that collision. NTA staff have advised by letter (attached), that the existing protection at the Mount Albion Road and Quigley Road crossings are adequate.

In general, if an at-grade crossing warrants a signal upgrade and the Municipality is the senior party at the crossing, the NTA cost-sharing formula would require the Municipality to contribute 12-1/2% of the total cost of the signal installation. However, if the Municipality is the junior party at the crossing, or an upgrade is not considered warranted by the NTA, then the Municipality would be fully responsible for the cost.

The total cost to signalize a crossing depends on the location. Below are the estimated cost breakdowns for signal improvements:

Lights and bells	\$60,000 to \$80,000
Cantilever lights	\$40,000
Lights bells and gates	\$120,000 to \$150,000
Gates	\$40,000 to \$60,000

Only one City crossing has an Exposure Index over 150,000, which is crossing number 1028 - Cannon Street (CP Beltline). This crossing has an Exposure Index of 151,000. Feasibility and cost of a grade separation have not been determined, but train speeds are only 16 km/hr (10 mph). No Federal funding is available for grade separations at this time.

TG/JC:lj

TABLE #1

1(a)

RAILWAY CROSSINGS ON HAMILTON LOCAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.W.D.T. or A.A.D.T.	Exposure Index
1003	Mt. Albion Rd.	CP	Welland	33.11	L&B	19 450	43 350
1008	Beach Road	CNR	N&NW	3.01	L, B&G	1 500	21 000 See Note on Crossing 1174
1009	Beach Road	CP	Belt Line	1.48	L, B&G	5 000	50 000
1017	Birmingham St.	CNR	N&NW	1.85	L&B	120	1 200
1018	Birmingham St.	CP	Belt Line	2.10	L, B&G	120	1 200
1019	Brant Street	CP	Belt Line	0.22	L&B	16 037	Not on a daily basis, possible abandonment
1020	Broadway Avenue	CP	Waterford	40.30	L&B	120	240 Reduction in service
1028	Cannon St.	CP	Belt Line	0.90	L&B	15 100	151 000 Deficiency
1033	Cochrane Road	CP	Welland	33.79	L&B	2 961	8 883
1034	Cumberland Ave.	CP	Belt Line	0.19	L&B	7 700	77 000
1035	Depew Street	CNR & CP	N&NW & Beach Branch	2.27 0.55	L, B&G	2 920	84,680
1036	Depew Street	CP	Belt Line	1.67	L&B	2 920	29 200
1037	Dickson St.	CNR	N&NW	1.13	L&B	500	3 000 L&B Installed 1987
1038	Douglas St.	CP	Belt Line	3.19	S	500	500 Not on a Daily Basis
1041	Dunsmure Road	CP	Belt Line	0.65	L&B	500	5 000
1042	Emerald Street	CP	Belt Line	3.25	S	500	500 Not on a Daily Basis
1044	Emerson Street	CP	Waterford	40.36	L&B	4 000	8 000
1045	Ewen Road	CP	Waterford	40.92	L&B	500	Not in Service since Brantford's slide
1047	Hunter Street	CNR	Hagersville	1.05	L&B	6 100	12 200
1048	Jackson Street	CNR	Hagersville	0.99	L&B	2 544	5 088
1051	King William St.	CNR	Hagersville	0.78	L&B	2 149	4 298
1052	Rebecca St.	CNR	Hagersville	0.72	L&B	500	1 000
1054	Kelly Street	CNR	Hagersville	0.60	L&B	500	1 000
1056	Caroline St.	CNR	Oakville	HB38.91	S	-----	Abandoned
1062	Hillyard St.	CP	Oliver Plow Lead	0.05	S	120	240
1063	Hillyard St.	CP	Belt Line	2.86	S	120	240
1064	Hillyard St.	CNR	N&NW	1.06	L&B	500	3 000 L&B Installed 1987
1067	Longwood Road	CP	Camco Siding	0.06	S	300	600
1074	Kenilworth Ave.	CNR & CP	Lysaught Spur	0.56 & 0.43	S	5 000	10 000 Operated by a flagman
1077	Leland Street	CP	Waterford	40.49	L&B	3 124	6 248
1079	Leland Street	CP	Dundas Connection	0.13	L&B	4 055	Abandoned, to be removed
1080	Limeridge Road	CNR	Hagersville	5.83	L&B	2 000	Proposal to Abandon line by railways
1083	Lottridge Street	CP	Westinghouse Br.	0.64	S	4 000	4 000 Possible abandonment
1084	Lottridge Street	CNR	Grimsby	41.82	L, B&G	4 000	64 000

TABLE #1

RAILWAY CROSSINGS ON HAMILTON LOCAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.W.D.T. or A.A.D.T.	Exposure Index
1091	Maplewood Ave. CP		Belt Line	0.38	L&B	5 500	55 000
1093	McKinstry St. CNR		N&NW	1.19	L&B	500	3 000 L&B Installed 1987
1096	Parkdale Ave. CNR & CP		N&NW & Firestone Lead	1.31 & 1.82	S	2 700	27 000
1097	Brampton St. CNR		N&NW	3.60	S	6 500	13 000
1098	Caroline St. CNR		Oakville	HB 38.91	S	-----	Abandoned to be removed
1099	Beach Road CNR & CP		Ind. Spur	0.35 & 0.86	L&B	2 527	10 108
1101	Nash Road CNR		Grimsby	38.56	L, B&G	5 900	94 400
1102	Niagara St. CNR		N&NW	1.00	L&B	500	3 000 L&B Installed 1987
1110	Quigley Rd. CP		Welland	32.52	L&B	11 200	33 600
1113	Rifle Range Rd. CP		Waterford	40.80	L&B	1 877	3 754
1114	Rosedale Ave. CP		Welland	34.06	L&B	2 500	7 500
1119	Simcoe St. CNR		N&NW	0.24	L&B	500	7 000 L&B Installed 1987
1120	Strathearne Ave. CNR & CP		Ind. Spur	0.89 & 1.39	L&B	6 500	65 000
1125	Stroud Rd. CP		Waterford	40.14	L&B	1 000	2 000
1126	Stuart St. CNR		Oakville	HB 38.91	S	3 900	23 400 Exposure index number for Crossing #1126 and 1127
1127	Stuart St. CNR		Oakville	HB 38.91	S	3 900	23 400 are combined
1128	Studholme Rd. CP		Porcelain Lead	0.09	S	120	Abandonment removed 1987
1154	Chatham St. CP		Waterford	38.85	S	500	Once a month
1156	Simcoe St. CP		Belt Line	3.58	S	500	2 moves every 6 months
1157	Clark St. CP		Belt Line	3.32	S	120	120
1158	Primrose Ave. CP		Belt Line	0.99	L&B	120	1 200
1161	Terra Cotta Ave. CNR		Grimsby	4B 42.61	S	-----	Road Closed for new HSR Centre
1162	Avondale St. CP		Westinghouse Br.	0.30	S	500	Not in service

TABLE #1

RAILWAY CROSSINGS ON HAMILTON LOCAL ROADS

Crossing Number	Street	Railway	Subdivision	Railway Mileage	Protection	A.W.D.T. or A.A.D.T.	Exposure Index
1164	Beach Rd.	CNR	Ind. Spur	0.20	L, B&G	1 500	15 000 See note on crossing #1173
1166	Bancroft St.	CNR	Grimsby	HB 38.17	S	120	Once a month
1173	Beach Road	CP	Ind. Lead	0.40	L, B&G	1 500	15 000 Exposure index is com- bined with #1164
1174	Beach Road	CNR & CP	N&NW Dofasco Siding	HB 3.01	L, B&G	1 500	21 000 Exposure index is com- bined with #1008
1176	Burford Road	CNR	Grimsby	HB 37.21	S	4 000	Temporarily out of service
1183	Kenora Avenue	CNR	Grimsby	38.31	L, B&G	4 800	76 800
1184	Bancroft Street	CNR	Grimsby	HB 38.25	S	120	Once a month
1191	Ferguson Avenue	CNR	Hagersville	HB 0.50	S	-----	Siding not in service

TABLE #2
TRAIN - VEHICLE COLLISIONS ON LOCAL ROADS

Railway Crossing Number	Year of Collision	Reasons for Collision
1003 CP MOUNT ALBION	88-008128 77-09171	Unknown Trapped on tracks by traffic
1017 CNR BIRMINGHAM ST.	87-78220	Hit and run
1028 CP CANNON ST.	85-01833 80-8024 77-00264	Disobey railroad crossing signals Disobey railroad crossing signals Disobey railroad crossing signals
1034 CP CUMBERLAND AVE.	83-202241 77-03412	Driver failed to yield right of way Disobey rail road signals and bells
1035 CNR CP DEPEW	86-033433	Left vehicle unattended
1036 CP DEPEW ST.	87-010036 81-01191 79-00208 77-02241	Disobey railroad crossing signals Did not notice railroad lights and bells Disobey railroad crossing signals Disobey railroad crossing signals
1037 CNR DICKSON ST. UPGRADED 1987 TO LIGHTS AND BELLS	87-054894 87-010950 86-015022	Engineer gave no warning Unknown Disobeyed warning bells on train

TABLE #2
TRAIN - VEHICLE COLLISIONS ON LOCAL ROADS

Railway Crossing Number	Year of Collision	Reasons for Collision
1047 CNR HUNTER ST.	84-07338	Vehicle stalled on tracks
1048 CNR JACKSON ST.	80-00685	Disobey railroad crossing signals
1051 CNR KING WILLIAM ST.	83-02169	Disobey railroad crossing signals
1064 CNR UPGRADED 1987 LIGHTS AND BELLS HILLYARD ST.	79-08346	Vehicle skidded on ice
1080 CNR LIMERIDGE RD.	80-07919 79-07519	Driver trying to beat train Driver trying to beat train
1091 CP MAPLEWOOD AVE.	79-05938 79-02653 78-03816 77-05247 77-03501 81-4565	Disobey railroad crossing signals Disobey railroad crossing signals Disobey railroad crossing signals Stopped on railroad tracks for train Disobey railroad crossing signals Stopped too close to tracks

TABLE #2
TRAIN - VEHICLE COLLISIONS ON LOCAL ROADS

Railway Crossing Number	Year of Collision	Reasons for Collision
1093 CNR MCKINSTRY ST. UPGRADED 1987 LIGHTS AND BELLS	85-04545 83-08963	Stopped too close to tracks Fail to yield right of way
1096 CP PARKDALE AVE.	83-206261	Unknown
1098 CNR CAROLINE ST.	79-08624	Disobey flagman
1099 CNR TH&B BEACH RD.	78-05266	Disobey railroad crossing signal
1110 CP QUIGLEY	79-05128	Disobey railroad lights and bells
1119 CNR SIMCOE ST. UPGRADED 1987 LIGHTS AND BELLS	86-058285 84-208129 83-00825 82-07295 81-01195	Unknown Vehicle trapped on rail road Car stalled on tracks Disobey rail road flagman Disobey train bell
1120 CNR CP STRATHEARNE	78-02051 77-06760	Disobey crossing signal Confused by flagman

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THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

1989 June 14

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 June 19
2:00 o'clock p.m.
Room 233, City Hall

HAMILTON PUBLIC LIBRARY

JUN 19 1989

GOVERNMENT DOCUMENTS

C. Coutts, Acting Secretary
Transport and Environment Committee

CC:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, May 01, 1989 meeting of the Transport and Environment Committee

DIRECTOR OF PROPERTY

2. Sale - 1' Reserve - Butler Drive and Adisco Limited
3. Sale - 1' Reserve - Mall Road - Upper Wentworth Medical Centre Holdings Ltd.
4. Leasing of Land at the rear of 1 Arkledun Avenue - William R. Hodgskiss
5. Commerce Place, Phase II - Lease of Road Allowance MacNab Street - Subsurface Rights - Parking and Areaway Purposes

Appointment of
Municipal Weed
Inspectors

The Committee approved the following recommendation of the Director of Public Works respecting the Appointment of Municipal Weed Inspectors:

That the City Solicitor be authorized and directed to amend By-law 87-144 Appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 16 inspectors:

P. Booker	C. Firth-Eagland
A. Boers	C. Gibbs
J. Bovaird	A. Mancini
P. Christie	D. Pomfret
D. Cowan	J. Pook
D. Danby	P. Tompkins
R. Dukworth	R. Wells
R. Farthing	R. Yanke

Supply and Install-
ation of Two
Recessed Impeller
H.D. Submersible
Pumps

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Installation of Two Recessed Impeller H.D. Submersible Pumps:

That a purchase order be issued to Eastflo Industrial Sales Inc., Stoney Creek, in the amount of \$13 901.40 for the supply and installation of Two (2) Recessed Impeller H.D. Submersible Pumps at City Hall, Property Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's quotation.

NOTE: Lowest acceptable of three (3) quotations received. Funds provided in Major Maintenance Account No. CH56103 31330.

Supply and Delivery
of Sign Blanks

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Sign Blanks:

That purchase orders be issued for the provision of Sign Blanks, in accordance with Vendor's tenders as follows:

(a) Acme Identification Products/Owl-Lite Signs, Rexdale

In the amount of \$70 006.32

(b) Flaherty Manufacturing Company Limited, Hamilton

In the amount of \$22 195.00

(c) Mechanical Advertising Inc., Oshawa

In the amount of \$12 415.00

NOTE: Lowest of three (3) tenders received. Funds provided in Sign Material Account CH56154 75999.

Supply and Delivery
of Moisture Proof
Drop-on Glass Beads

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Moisture Proof Drop-on Glass Beads:

That a purchase order be issued to Flex-O-Lite Ltd., St. Thomas, for the supply and delivery of Moisture Proof Drop-on Glass Beads, Traffic Operations, as and when required during 1989 at a cost of \$.2230 per pound, Provincial sales tax extra at 8%, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Pavement Marking Materials Account No. CH56153 75999.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Reflective Sheeting:

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of Reflective Sheeting, Traffic Operations, as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Traffic Signs Materials Account No. CH56154 75999.

Supply and Delivery
of Reflective
Sheeting

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Pre-Timed Traffic Controllers:

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough, for the supply and delivery of Pre-Timed Traffic Controllers, Traffic Operations, as and when required during 1989, at a unit cost of \$6,307, Provincial sales tax extra at 8%, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of four (4) tenders received. Funds provided in Signals Material, Account No. CH56152 75999.

Supply and Delivery
of Pre-Timed Cont-
rollers

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Vehicle Actuated Traffic Controllers:

That a purchase order be issued to Tacel Ltd., Toronto, in the amount of \$41,835.02, Provincial sales tax extra at 8%, for the supply and delivery of Vehicle Actuated Traffic Controllers, Traffic Operations, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Signals Material, Account No. CH56152 75999.

Supply and Delivery
of Vehicle Actuated
Traffic Controllers

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 26 Morden Street:

That the application of Noel A. Campbell, Solicitor, on behalf of the present owner of 26 Morden Street retain the inadvertent encroachment consisting of a concrete porch and steps measuring 1.25m x 1.98m (4'-1" x 6'-6") be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor, City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Inadvertent Encroach-
ment Agreement
- 26 Morden Street

Inadvertent Encroachment Agreement
- 91 Burton Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 91 Burton Street:

That the application of Mr. Brian Mildren, President of Excalibur Properties and present owner of 91 Burton Street to retain the inadvertent encroachment consisting of wood veranda measuring 0.914m (3.0') x 5.02m (16.5') and wood steps measuring 0.97m (3.2') x 0.816m (2.7') be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor, City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Inadvertent Encroachment Agreement
- 89 Burton Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 89 Burton Street:

That the application of Mr. Brian Mildren, President of Excalibur Properties and present owner of 89 Burton Street to retain the inadvertent encroachment consisting of a wood veranda measuring 0.628m (2.1') x 5.33 (17.5') and wood steps measuring 0.78m (2.6') x 0.78m (2.6') be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor, City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Albright Road
Extension into
the Vincent/Red
Hill Neighbourhoods

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Albright Road Extension into the Vincent/Red Hill Neighbourhoods:

- (a) That the Transport and Environment Committee recommend to the Co-ordinating Committee that the construction of a finished roadway, curbs and sidewalks on Albright Road from approximately 190m west of Nicklaus Drive to approximately 115m westerly be proceeded with at an estimated gross cost of \$104 000 as provided in the 1989 portion of 1989-1993 Capital Budget as Project No. 04-040-39003.
- (b) That the Treasurer be requested to recommend to the Co-ordinating Committee, the amount and source of funds to be provided for this Capital Project.
- (c) That the Commissioner of Engineering be authorized and directed to undertake these works once all approvals have been received.
- (d) That the City Solicitor be authorized and directed to establish and lay out this section of Albright Road.

The Committee approved the following recommendation of the Commissioner of Engineering respecting City of Stoney Creek Downtown Directional Signing:

City of Stoney
Creek Downtown
Directional Signing

- (a) That permission be granted to the City of Stoney Creek to erect directional signs on Centennial Parkway at the following locations:
- i. Centennial Parkway, southbound, south of the Queen Elizabeth Way, in the west boulevard
 - ii. Centennial Parkway, southbound, south of Barton Street, on the west side of the Street
- (b) That all costs associated with the supply, erection and maintenance of these signs be the responsibility of the City of Stoney Creek.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Temporary Street Closures:

Temporary Street
Closures

That the following City Streets be closed from 4:00 p.m. to 11:00 p.m. on Saturday, June 10, 1989 and on Sunday, June 11, 1989 in order that Comunita Racalmutise Maria Santissima Delmonte may hold a Street Festival:

- Colbourne Street from Park Street to MacNab Street
- Sheaffe Street from Bay Street to easterly limits of Sheaffe Street
- Park Street North from Mulberry Street to Barton Street

That the closures be approved during the pleasure of City Council provided:

- (a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (d) That the applicant provide proof of \$1 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested;
- (g) That all property owners and tenants along the closed portion of the route be notified of the Street Festival by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

1989 Maintenance
Costs for Automatic
Protection at Level
Crossings

The Committee approved the following recommendation of the Commissioner of Engineering respecting 1989 Maintenance Costs for Automatic Protection at Level Crossings:

- (a) That the Commissioner of Engineering be authorized to issue purchase orders on behalf of the City of Hamilton in connection with the 1989 maintenance costs for Automatic Protection at Level Crossings, as follows:

CN Rail	\$50 840
CP Rail	\$79 000

- (b) That the expenditures be charges to Account No. CH57408 52010 (Railway Crossing Maintenance).

It was further moved by Alderman Agostino seconded by Alderman Drury that Representatives from CN/CP be invited to attend the next meeting of the Transport and Environment Committee to discuss the Maintenance of Railway Property. Carried.

NOTE: It was understood that the Director of Public Works would arrange and provide any outstanding documents necessary for this particular meeting.

Banner Display
Application
Approvals

The Committee approved the following recommendation of the Commissioner of Engineering respecting Banner Display Application Approvals:

That the Commissioner of Engineering be authorized to approve banner applications from organizations that have received Council approval previously, provided the banner and application are in accordance with the policy guidelines and specifications approved by Council.

Recent Traffic
By-law Amendments

The Committee approved the following recommendation of the Director of Traffic Services respecting Recent Traffic By-law Amendments:

That By-law Amendments Number 89-23, 89-24, 89-44, 89-45, 89-62, 89-63, 89-77 and 89-78 which amended the former Traffic By-law 66-100 be passed as new By-law Amendments to amend the new Traffic By-law 89-72.

Miran's Carpet
Services Ltd.
1146 Barton Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Miran's Carpet Services Limited, 1146 Barton Street East - Discharge of Boulevard Parking Agreement:

- (a) That the existing commercial boulevard parking agreement between the City and Miran's Carpet Services Limited, registered as instrument No. 462313 C.D. to the property at No. 1146 Barton Street East, be discharged at the property owner's expense; and
- (b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement; and
- (c) That the property owner be authorized to execute a revised boulevard parking agreement, which is satisfactory to the City Solicitor and the Director of Traffic Services, to allow parking on the boulevard of Fraser Avenue adjacent to 1146 Barton Street East.

Proposed two-way
operation and truck
route designation
on MacNab Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a Proposed two-way operation and truck route designation on MacNab Street between York Boulevard and Cannon Street:

- (a) That the section of MacNab Street between York Boulevard and Cannon Street be operated two-way; and

- (b) That the section of MacNab Street between York Boulevard and Cannon Street be designated as a truck route.
- (c) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a Driveway Clearance on the North side of Forest Avenue, east of Catharine Street South:

- (a) That a stopping prohibition be implemented on the north side of Forest Avenue, commencing at a point 262 feet east of Catharine Street South and extending to a point 45 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

An item respecting the request for a School Traffic Officer at Queensdale Avenue East and East 18th Street was tabled to the next meeting of the Transport and Environment Committee as a result of a motion by Alderman Agostino seconded by Alderman Agro.

The Committee approved the following recommendation of the Director of the Traffic Services respecting Parking Regulations on Colbourne Street between Park Street North and MacNab Street North:

- (a) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on the north side of Colbourne Street between Park Street North and MacNab Street North; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the South Side of Brant Street between Birch Avenue and Sherman Avenue North:

- (a) That a "No Parking, 6:00 a.m. - 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Brant Street commencing at a point 155 feet east of Birch Avenue and extending to a point 137 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved permit parking space for a handicapped resident at 1172 Dunsmure Road:

- (a) That, in combination with the existing alternate side parking regulation, a permit parking regulation be implemented on the south side of Dunsmure Road commencing 78 feet west of Glassco Avenue and extending to a point 20 feet westerly therefrom, and on the north side of Dunsmure Road commencing 85 feet west of Glassco Avenue and extending to a point 20 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Redden, 1172 Dunsmure Road; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Driveway Clearance
on the North side
of Forest Avenue
east of Catharine
Street South

School Traffic
Officer - Queens-
dale Avenue East
and East 18th
Street - Tabled

Parking Regulations
- Colbourne Street

Parking Regulations
- South side of
Brant Street

Reserved Permit
Parking Space for
handicapped resid-
ent - 1172 Dunsmure
Road

Reserved Permit
Parking Space for
a handicapped
resident

- 43 Somerset Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved permit parking space for a handicapped resident at 43 Somerset Avenue:

- (a) That, in combination with the existing alternate side parking regulation, a permit parking regulation be implemented on the north side of Somerset Avenue commencing 190 feet west of Barnsdale Avenue North and extending to a point 20 feet westerly therefrom, and on the southside of Somerset Avenue commencing 247 feet west of Barnsdale Avenue North and extending to a point 20 feet westerly therefrom; and
- (b) That the Director of Traffic Service be authorized to issue one parking permit to Mr. Joseph Znamecz, 43 Somerset Avenue; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Intersection
Control

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

- (a) That eastbound traffic on Wildewood Avenue be required to stop for northbound and southbound traffic on Kingslea Drive; and
- (b) That westbound traffic on Adler Avenue be required to stop for northbound and southbound traffic on Independence Drive; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations
- Park Street North
between Barton
Street West and
Colbourne Street

At the request of Alderman Agro an item dealing with Parking Regulations on Park Street North between Barton Street West and Colbourne Street was lifted from the table.

After some discussion the Committee approved the following recommendation of the Director of Traffic Services respecting this item:

- (a) That the existing "Permit Parking" regulation on the west side of Park Street North between Barton Street and Colborne Street be removed; and
- (b) That the City Treasurer be authorized to refund to each permit holder the unexpired portion of the paid fee for each parking permit; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

It was moved by Alderman Cooke seconded by Alderman Ross:

That a red overhead flashing light be installed at the intersection of Charlton Avenue and Locke Street. Carried.

47 Proposed Bus
Shelter Locations

The Committee approved the 47 proposed bus shelter locations in the City of Hamilton as submitted by the Hamilton Street Railway in their report to the Committee dated April 27, 1987.

NOTE: It was understood that 44 of the shelters are to be installed subject to acquiring the applicable encroachment agreements.

Bills

The following Bills were introduced:

- (a) By-law to incorporate Part 2, Plan 62R-10237 into Sinena Avenue
- (b) By-law to incorporate Part 5, Plan 62R-10239 into Queen Victoria Drive
- (c) By-law to incorporate Parts 2, 3 and 4, Plan 62R-10239 into Loconder Drive
- (d) By-law to Authorized the Entering into of an Agreement with Laidlaw Waste Systems Ltd.
- (e) By-law to Amend By-law 87-144 Respecting Municipal Weed Inspectors
- (f) By-law to Amend By-law 87-92 to Regulate Traffic
- (g) By-law to Amend By-law 87-92 to Regulate Traffic
- (h) By-law to Amend By-law 87-92 to Regulate Traffic
- (i) By-law to Amend By-law 87-92 to Regulate Traffic
- (j) By-law to Amend By-law 87-92 to Regulate Traffic
- (k) By-law to Amend By-law 87-92 to Regulate Traffic
- (l) By-law to Amend By-law 87-92 to Regulate Traffic
- (m) By-law to Amend By-law 87-92 to Regulate Traffic
- (n) By-law to Amend By-law 87-92 to Regulate Traffic
- (o) By-law to Amend By-law 87-92 to Regulate Traffic

There being no further business the meeting was adjourned.

Adjournment

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN D. CHRISTOPHERSON, ACTING CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

6. Millen Construction Ltd. - Land Titles Application 1' Reserve - Beaverton Drive

DIRECTOR OF PUBLIC WORKS

7. Paving Boulevards in Commercial Areas
8. Contract for Delivery of Potable Water
9. Municipal Recycling Plans for Hamilton-Wentworth

MANAGER OF PURCHASING

10. Purchase of One (1) Cold Planer, Central Garage
11. Supply and Install Two (2) Precast Concrete Buildings, Public Works Department
12. Labour and Equipment Rental, Public Works Department

CITY TREASURER

13. Final Release of Holdback Request

CITY SOLICITOR

14. Applications by Canadian Pacific Limited to National Transportation Agency to Abandon Railway Line Operation from (i) Hamilton and Brantford (ii) Brantford and Simcoe

COMMISSIONER OF ENGINEERING

15. Proposed Construction of Pedestrian Paths (a) Upper Sherman Avenue
(b) Kingsberry Street
(c) Acadia Drive
16. To Incorporate Certain City Owned Lands into
 - (a) Fusilier Drive
 - (b) Dragoon Drive
 - (c) Corsica Court
 - (d) Mount Pleasant Drive

- (e) Brigade Drive, Block 146, Plan 62M-502
- (f) Brigade Drive, Block 70, Plan 62M-577
- (g) Brigade Drive, Block 123, Plan 62M-516
- (h) Ruby Street
- (i) Rushdale Drive
- (j) Templemead Drive

17. Inadvertent Encroachment Agreement

- (a) 568 Beach Road
- (b) 355/357 MacNab Street North
- (c) 104 Britannia Avenue

18. Encroachment Agreement - North side of Beach Road West of Greenfell Street and Discharge of Existing Agreement

19. Temporary Street Closure - Mulberry Street Religious Festival - Lusiadas Culture and Sports Club - Sunday, June 25, 1989 (10:30 a.m. to 2:30 p.m.)

20. Temporary Street Closure - Boy Scouts Parade - Saturday, May 27, 1989 from 8:30 a.m. to 11:30 a.m.

21. Sanexen International Inc. Decontamination of PCB Contaminated Transformer Oil

22. Plan of Subdivision

- (a) Bar-Brock Estates - Phases 1 and 2, Hamilton, located east of Eleanor Avenue and north of Rymal Road in the Eleanor Neighbourhood, Hamilton
- (b) Rexford Heights - Phase 2, Hamilton, located east of Upper Sherman Avenue and South of the proposed East-West Freeway in the Randall Neighbourhood
- (c) Bartonville Court - located east of Kenilworth Avenue and north of King Street, in the Bartonville Neighbourhood, Hamilton
- (d) Templemead No. 2 Survey - Phase 7 - located west of Upper Ottawa Street and North of Rymal Road in the Templemead Neighbourhood

23. Philip Enterprises Inc. Application for a Certificate of Approval for a Waste Disposal Site

24. Philip Enterprises Inc. Application for a Certificate of Approval to carry out Household Hazardous Waste Disposal Programmes

25. Request for Visual Barrier, Strawberry Drive at the Alpine Hotel

DIRECTOR OF TRAFFIC

26. Boulevard Parking Agreement

- (a) No. 14 Merchison Avenue
- (b) 109 Ontario Avenue
- (c) No. 194 James Street South
- (d) 1059 King Street West

27. Intersection Control

- (a) Summercrest Drive and Marcella Crescent
- (b) Acadia Drive and Twin Crescent and Acadia Drive and Ridgemont Drive
- (c) Gosford Drive and Gilcrest Street
- (d) Sunninghill Avenue and East 43rd Street
- (e) Catharine Street South and Hunter Street East
- (f) Hunter Street East and Walnut Street South
- (g) Pottruff Road and Robroy Avenue
- (h) Rockingham Drive and Parkwood Crescent
- (i) Greencedar Drive and Golfwood Drive

28. Parking Regulations

- (a) Springer Avenue between Maplewood Avenue and Main Street East
- (b) 24 Murray Street East
- (c) East side of Summercrest Drive, north of Greenhill Avenue
- (d) Parkview Drive between Franklin Avenue and Bond Street North
- (e) Both sides of Bay Street South between Maikland Street and Herkimer Street
- (f) Both sides of Delmar Drive, east of Columbia Drive

29. **Application for a Time Limit Exemption Permit**

(a) 69 Aikman Avenue

(b) 20 Emerald Street North

30. Intersection of King Street and Haddon Avenue - Removal of School Traffic Officer

31. Intersection of Dover Drive and Nash Road - Request for a School Traffic Officer

32. Intersection of Queensdale Avenue East and East 18th Street - Request for a School Traffic Officer

33. North side of Sussex Street, west of Emerson Street - Extension of School Bus Loading Zone

34. East side of Birch Avenue, North of Cannon Street East - Removal of Loading Zone

35. Traffic Department Sign Shop Ventilation Study

PLANNING AND DEVELOPMENT COMMITTEE

36. Bench Advertising

MISCELLANEOUS

37. Water Pollution Control Federation Conference in San Francisco - October 15-19, 1989

38. Request for Reduction in Banner Installation Fee - Mayor Morrow

BILLS

39. (a) By-law to Incorporate Part 1, Plan 62R-9377 and Part 1, Plan 62R-10200 into Royalvista Drive

(b) By-law to incorporate Parts 4, 6, 7, 10 and 12, Plan 62R-9377 and Part 4, Plan 62R-10200 into Templemead Drive

(c) By-law to incorporate Parts 1, 3, 4, 5 and 6, Plan 62R-9966 into Greenhill Avenue

(d) Proposed Expropriation of Part of Lot 3, Concession 6, geographic township of Barton for Kingsberry Gardens - Phase 4

DELEGATIONS

40. B.I.A. Programs

(a) Floral Planter Program

(b) Hanging Flower Baskets - Expansion

41. Request for Alley Closure - East/West Alley - 1st North of Main Street from Margaret Street to the North/South Alley

42. West Park Avenue Drainage

43. Maintenance of Railway Rights-of-way

44. By-law to close and lease a portion of the east side of MacNab Street, south of King Street West, designated as Parts 1, 2, 3 and 4 on Plan 62R

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

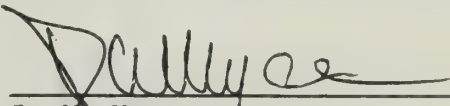
DATE: 1989 May 16
COMM FILE:
DEPT FILE: 1.8.231
(4509)

SUBJECT: Sale - 1' Reserve - Butler Drive to Adisco Limited

RECOMMENDATION:

That an Offer to Purchase executed by Mr. A.DiSilvestro, President of Adisco Limited on May 11, 1989 and scheduled to close on August 21, 1989 for the purchase of a one (1) foot reserve along the northerly limit of Butler Drive be approved and completed. This Offer to Purchase is subject to conditions as set out in Schedule "A" of the agreement.

Note: The subject parcel of land has a frontage along the northerly limit of Butler Drive, and along the westerly limit of Acadia Drive, containing 576.96 square feet (53.6 square metres) and is shown as Part 2 on attached copy of a plan prepared by MacKay, MacKay and Peters. The purchase price of \$40,500.00 is to be credited to account RF 45001 25207. A certified deposit cheque in the amount of \$4,000.00 is being held by the City Treasurer pending approval of this transaction.



D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The purchase price of \$40,500.00 is to be credit to account RF 45001 25207.

BACKGROUND:

The City established a one foot reserve along the northerly limit of Butler Drive and along the westerly limit of Acadia Drive in order to recover the costs for municipal services at the time abutting lands are to be developed. The developer now wishes to purchase this one foot reserve to be included in his development.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 June 12
COMM FILE:
DEPT FILE: 1.8.231

SUBJECT: **Sale 1' Reserve - Mall Road**
Upper Wentworth Medical Centre Holdings Ltd.

RECOMMENDATION:

That an Offer to Purchase a 1' Reserve along the westerly limit of Mall Road, executed by Dr. Stanley Yu, President of Upper Wentworth Medical Centre Holdings Ltd. on May 31, 1989 and scheduled for closing on August 21, 1989, be approved and completed.

Note: The subject parcel has a frontage along the westerly limit of Mall Road of 107.47 feet (32.76 metres) by a depth of one foot (.31 metres) shown as Part 3 on attached copy of Plan 62R-8041 Surveys. The purchase price of \$18,224.22, subject to adjustments per Southam Construction Cost Index, as outlined in Schedule "A" of the agreement is to be credited to Accounts 31204-041 (Sanitary Sewer Reserve) and 31206-041 (Storm Sewer Reserve). A certified deposit cheque in the amount of \$1,800.00 is being held by the City Treasurer pending approval of this transaction.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

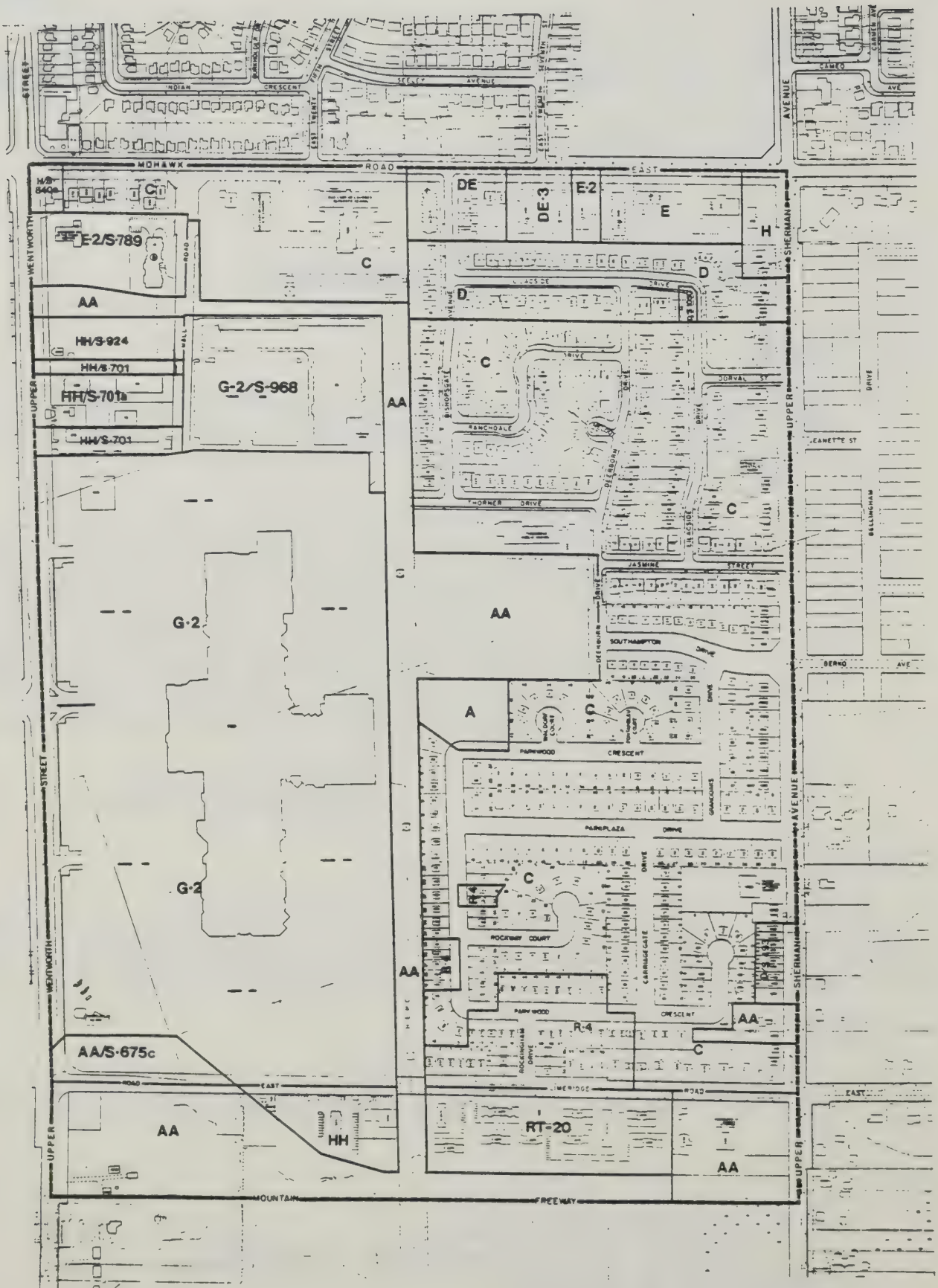
The purchase price of \$18,224.22, subject to adjustments per Southam Construction Cost Index, as outlined in Schedule "A" of the agreement is to be credited to Accounts 31204-041 (Sanitary Sewer Reserve) and 31206-041 (Storm Sewer Reserve) in order to recover the costs of municipal services.

BACKGROUND:

The City established a one foot reserve along the westerly limit of Mall Road in order to recover the costs of municipal services when abutting lands are to be developed.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. D. Christilaw
Attention: Mr. M. Chidley
- Mr. G. Lawson, Regional Commissioner of Finance



FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

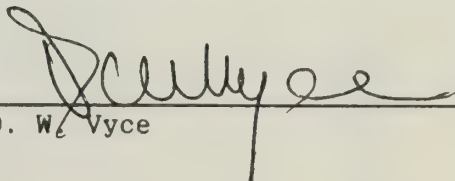
FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 May 16
COMM FILE:
DEPT FILE: 1.3.310
(4509)

SUBJECT: Leasing of Land at the rear of
1 Arkledun Avenue - William R. Hodgskiss

RECOMMENDATION:

- (a) That the City enter into a lease with William R. Hodgskiss for 300 square feet more or less of vacant land at the rear of 1 Arkledun Avenue for a period of one year commencing August 1, 1989 at an annual rental of \$100.00 plus taxes (estimated to be \$35.64). The revenue from this rental is to be credited to account CH 44104 31106.
- (i) It is understood and agreed that
- (aa) upon approval of this lease, the lessee agrees to enter into a Boulevard Parking Agreement with the Traffic Department, thereby giving the lessee sufficient space to use the area between the travelled roadway and his property line, for parking purposes,
- (bb) the lessee agrees to hard surface with asphalt or concrete the entire parcel being leased, including that portion of the road allowance being used for parking, to the satisfaction of the Director of Traffic Services.
- (b) That the City Solicitor be directed to prepare the necessary agreements to finalize this transaction.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The revenue from this rental \$100.00 per year plus taxes (estimated to be \$35.64) is to be credited to account CH 44104 31106.

May 16, 1989

Transport & Environment Committee

Page 2

BACKGROUND:

The parcel of land at the rear of 1 - 9 Arkledun Avenue is surplus to lands acquired for the establishment of Mountain Boulevard (now St. Joseph's Drive) in 1927. The owner of the property at 1 Arkledun Avenue has requested to lease the City lands at the rear of his property for parking purposes. As there is not sufficient space, he must also enter into a Boulevard Parking Agreement for that portion of the road allowance between the travelled roadway and his property line to give him the total area required for parking purposes.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Main, Director of Traffic Services - Attn: T. Arnold
- Mr. M. Chidley, Regional Surveyor

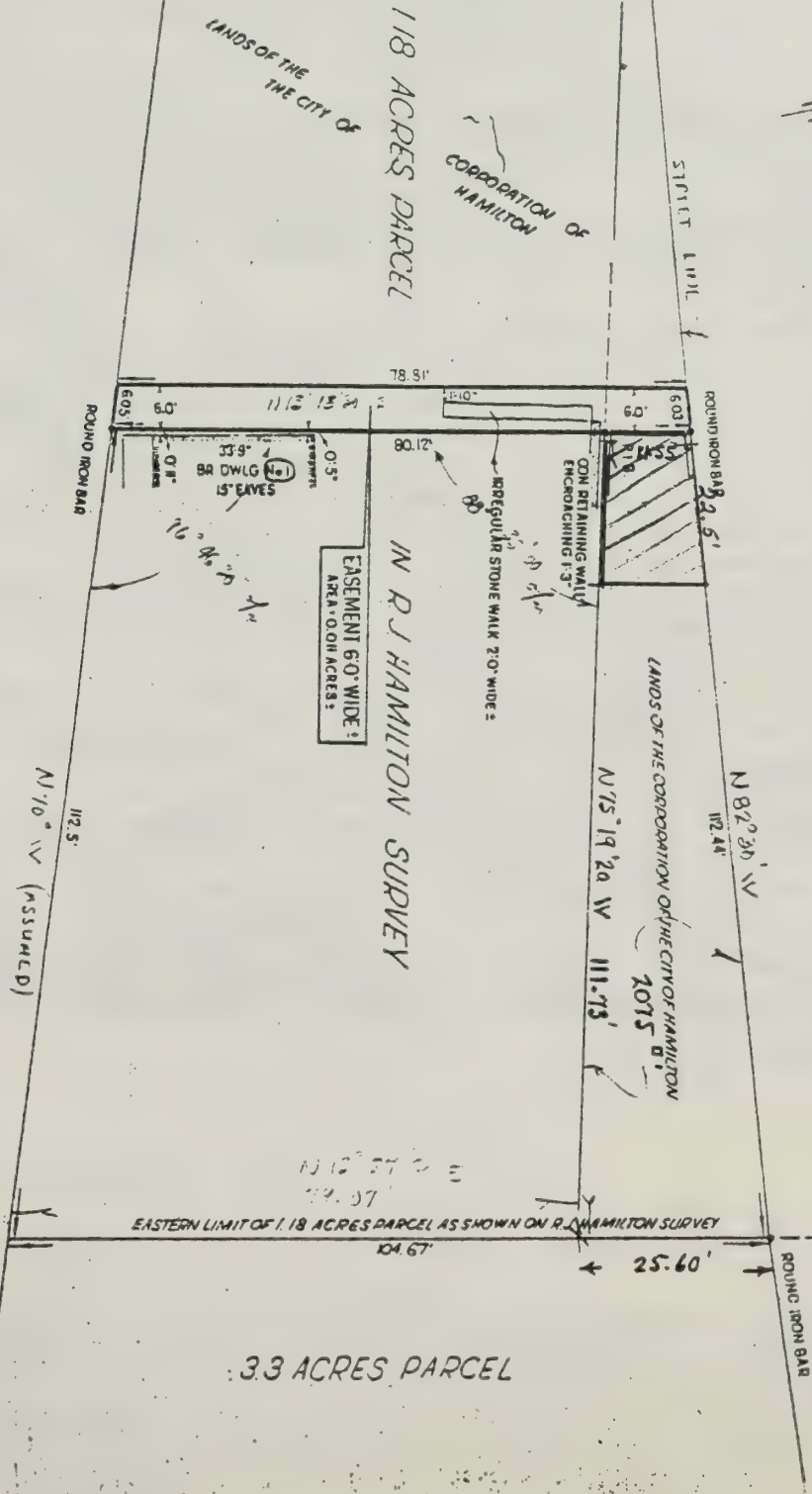
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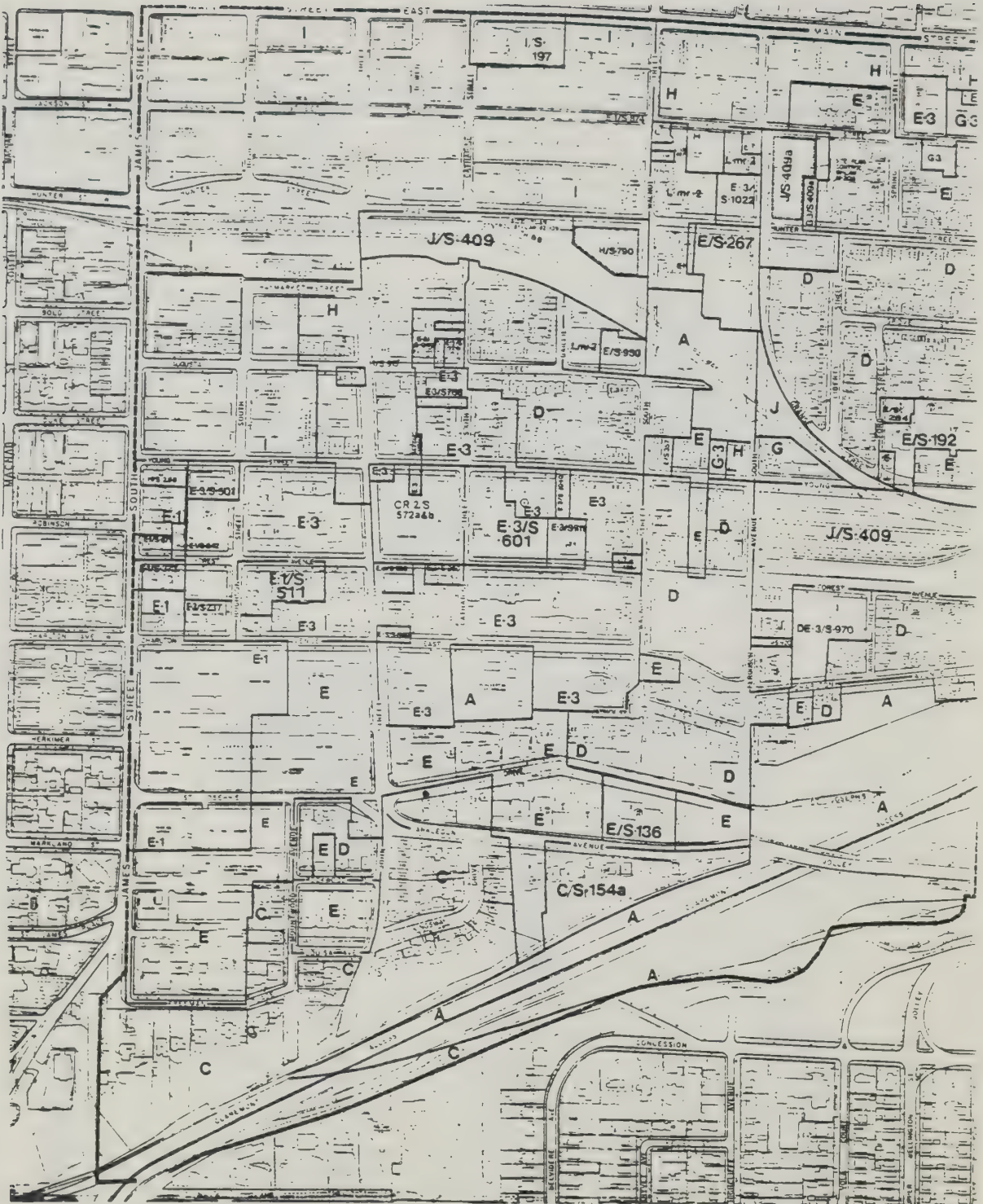


ST. JOSEPH'S DRIVE
OPENED BY BY-LAW No 3608




FORMERLY MOUNTAIN BOULEVARD

APRIL 14/89
R. J. Hamilton O.C.S.





CORKTOWN

<div>21 10 96</div> <div>41 31 125</div> <div>123 22 68</div>	CI
<p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	
<div> Neighbourhood Boundary</div> <div> Zoning Boundary.</div>	<div>0</div> <div></div> <div>SCALE</div>
<p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth</p>	<div>PLANNING UNIT NO.</div> <div>6702</div>

FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property and
Co-ordinator, Lloyd D. Jackson Square

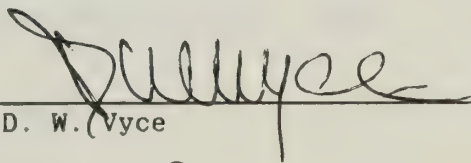
DATE: 1989 May 26
COMM FILE:
DEPT FILE: (2719)

SUBJECT: **Commerce Place, Phase II - Lease of Road Allowance
MacNab Street - Subsurface Rights -
Parking and Areaway Purposes**

RECOMMENDATION:

That the lease of the MacNab Street South road allowance to Dominion Realty Limited, as described in Item 1 of the 8th Report of the Transport and Environment Committee, adopted by City Council on April 11, 1989 be amended as follows:

- (a) to provide for a renewal of the lease of successive twenty (20) year periods after the initial twenty (20) year lease and that the lease be tied into or commensurate with the term or life of the Tunnel Access Easement Agreement.
- (b) That the annual rental fee to be charged to the Lessee for the lease of the road allowance lands of MacNab Street during any renewal period be at full market rates prevalent throughout the renewal period and to be negotiated at the time of renewal, subject to any dispute as to the market rental rate at the time of renewal being decided pursuant to the provisions of The Ontario Arbitrations Act, Chapter 25, R.S.O., 1980.


D. W. Vyce

FINANCIAL IMPLICATIONS: - N/A

BACKGROUND:

In adopting Item 1 of the Transport and Environment Committee meeting, City Council on April 11, 1989 approved of the leasing of a portion of MacNab Street South between King Street West and Main Street West to Dominion Realty Limited for inclusion into their Commerce Place, Phase II development and authorized and directed the City Solicitor to prepare the necessary lease agreement between the City and the developer.

The Council approval stipulates a twenty (20) year lease, but is silent on the question of renewal of the lease.

Dominion Realty Limited believe it is entirely appropriate for a renewal clause to be included in the lease inasmuch as they will be expending substantial capital funds within the leased lands below grade and require some security of tenure within which to recapture their investment.

We fully concur with this position recognizing that it is imperative for any developer to recapture his investment over a long term.

Accordingly, we recommend that the lease provide for a renewal of successive twenty (20) year terms and that the lease be tied into or commensurate with the term or life of the Tunnel Access Easement Agreement. In this fashion, both the use of the Tunnel and the lease of the lands from the City will be for the same duration.

We would also recommend that the annual rental fee to be charged to the Lessee for the lease of the road allowance lands of MacNab Street during any renewal period be at full market rates prevalent throughout the renewal period and negotiated at the time of renewal.

c.c. - Mr. K.A. Rouff, City Solicitor
Attention: Mr. D. Powers

- Mr. V.J. Abraham, Director of Local Planning
Attention: Mr. J. Sakala
- Mr. G. Aston, Engineering Department
- Mr. L. King, Acting Building Commissioner

FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

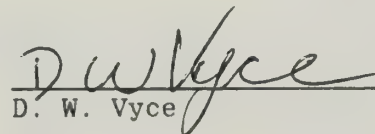
DATE: 1989 April 28
COMM FILE:
DEPT FILE: 36.1.97
(4508)

SUBJECT: Millen Construction Ltd.
Land Titles Application
1' Reserve - Beaverton Drive

RECOMMENDATION:

That Millen Construction Ltd. be authorized to include the City owned 1' Reserve, located along the south side of Beaverton Drive and the east side of Acadia Drive, in their application for registration of their own land into the Land Title System.

Note: The subject reserve is known as Part 2 on Reference Plan H-H649.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

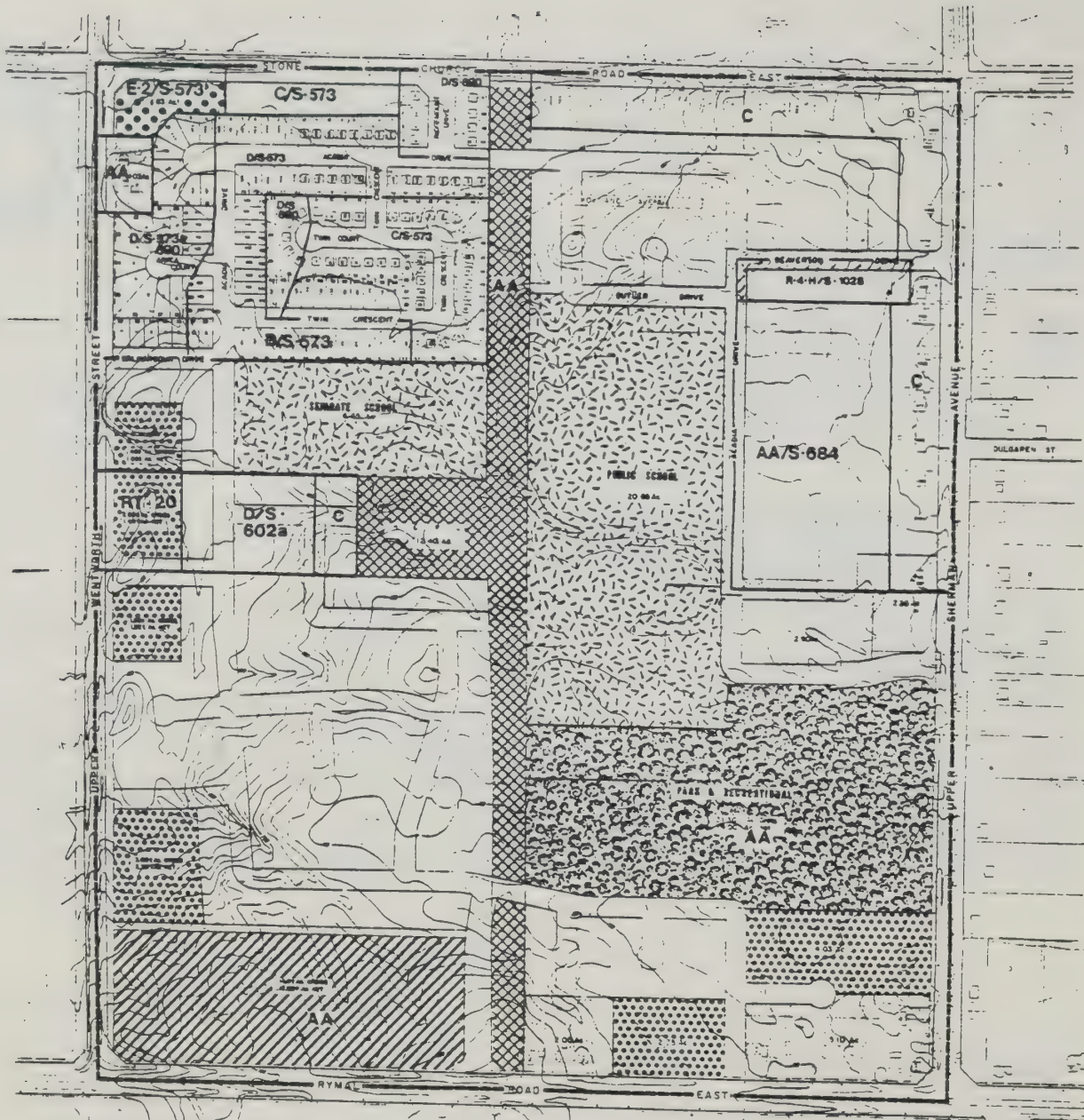
BACKGROUND:

Millen Construction Ltd. has requested that the subject reserve be included in their Land Titles application to expedite the proposed plan of subdivision once full municipal services are available.

Title to the 1' Reserve will still be retained by the City to ensure compliance with municipal requirements.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. M. Chidley, Regional Surveyor



NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE.
FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF
THE REGIONAL GOVERNMENT OF HAMILTON-WENTWORTH

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- MULTICENTRE

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals
Planning Bd. 26.14's Council JUNE 1976
Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER
APPROVED PLAN



ACADIA DRIVE

ESTABLISHED BY BY-LAW NO. 10518, AUGUST 25, 1964 - REGD. AS M.S. NO. 761640 U.L.



TOWNSHIP OF BARTON
CITY OF HAMILTON
COUNTY OF WENTWORTH
SCALE: 1" = 50'
1972

BEAVERTON DRIVE

DRIVE

CONVEYANCE
AREA - 1.154 ACRES

NOTES: SHOWN WITHIN THE ZONING DISTRICT
AND DISTRICTS SHOWN WITHIN THE ZONING DISTRICT
OF THE CITY OF HAMILTON AND THE COUNTY OF WENTWORTH

AN ACT TO AMEND THE ZONING BY-LAW
AND TO AMEND THE ZONING DISTRICTS

Surveyor's Certificate:
I, the undersigned, being a duly qualified and licensed Surveyor, do hereby certify that the above described land is situated within the ZONING DISTRICTS AND ZONING DISTRICTS OF THE CITY OF HAMILTON AND THE COUNTY OF WENTWORTH, and that the same are shown within the ZONING DISTRICTS AND ZONING DISTRICTS OF THE CITY OF HAMILTON AND THE COUNTY OF WENTWORTH.

J. J. Clark
Surveyor

J. J. Clark
Surveyor

UPPER SHERMAN AVENUE

ROAD ALLOWANCE BETWEEN TOWNSHIP LOTS

1-7613

FOR ACTION

7.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 May 10
COMM FILE: 3-2.2
DEPT FILE: 89-5010

SUBJECT: Paving Boulevards In Commercial Areas

RECOMMENDATION:

That in commercial areas, whenever municipal sidewalks are being reconstructed, boulevards should be reinstated in concrete.

FINANCIAL IMPLICATIONS:

COST TO RECONSTRUCT
BOULEVARDS IN:

- | | |
|-------------------------------|--------------------------|
| a) Topsoil and Sod | \$ 6.50 per square metre |
| b) Asphalt and Granular Base | \$22.00 per square meter |
| c) Concrete and Granular Base | \$45.00 per square meter |

J. G. Pavelka

BACKGROUND:

Presently, the City's policy for boulevards is to reinstate topsoil and sod. As outlined on the attached diagram, boulevards are between the sidewalk and the curb and between the sidewalk and the property line.

Alternatively, adjacent property owners are permitted to approach the City, enter into a boulevard paving agreement and then pay to have the boulevard hard surfaced, usually with asphalt. An agreement is required so that the onus for subsequent maintenance rests with the adjacent property owner who initiated the hard surfacing of the boulevard. This liability for maintenance has been required to ensure that the hard surfacing of the boulevard is done well rather than poorly because a poorly constructed hard surface in the boulevard could easily lead to ponding and/or tripping.

Three years ago, staff recommended and Committee and Council approved that boulevards in BIA areas would be hard surfaced with paver stone when the municipal sidewalks are reconstructed. This was initiated at the time to compliment the effort of the BIA merchants to upgrade their area.

The City is not staffed nor equipped nor budgeted to maintain topsoil and sod in boulevards. The maintenance responsibility for these areas have always been assumed by the adjacent property owners.

However, in commercial areas, beyond BIA areas, consideration should be given to hard surface the boulevards. More specifically, concrete should be used in the boulevards, rather than asphalt.

Although more expensive, the concrete will last substantially longer than asphalt. As well, concrete is not as susceptible to ponding and settling as is asphalt. Accordingly, concrete will provide a more continuous hard surface.

This, at a time when there appears to be a significant increase in the number of tripping claims and in the settlements for tripping claims, is important to the City from the point of liability. Last year, the City paid out \$58,140 for 16 tripping claims and there were 61 tripping/falling accidents recorded.

The paving of the boulevards with concrete will affect the City's budgets in two areas:

- a) Road and Sidewalk Reconstruction Program
 -undertaken by the Region's Engineering Department for the City
- b) Sidewalk Maintenance/Reconstruction Program
 -undertaken by the Public Works Department

The only problem that staff foresee with concrete in the boulevards involves the removal of the concrete to deal with underground utilities in these boulevards. Concrete is more expensive to remove than asphalt.

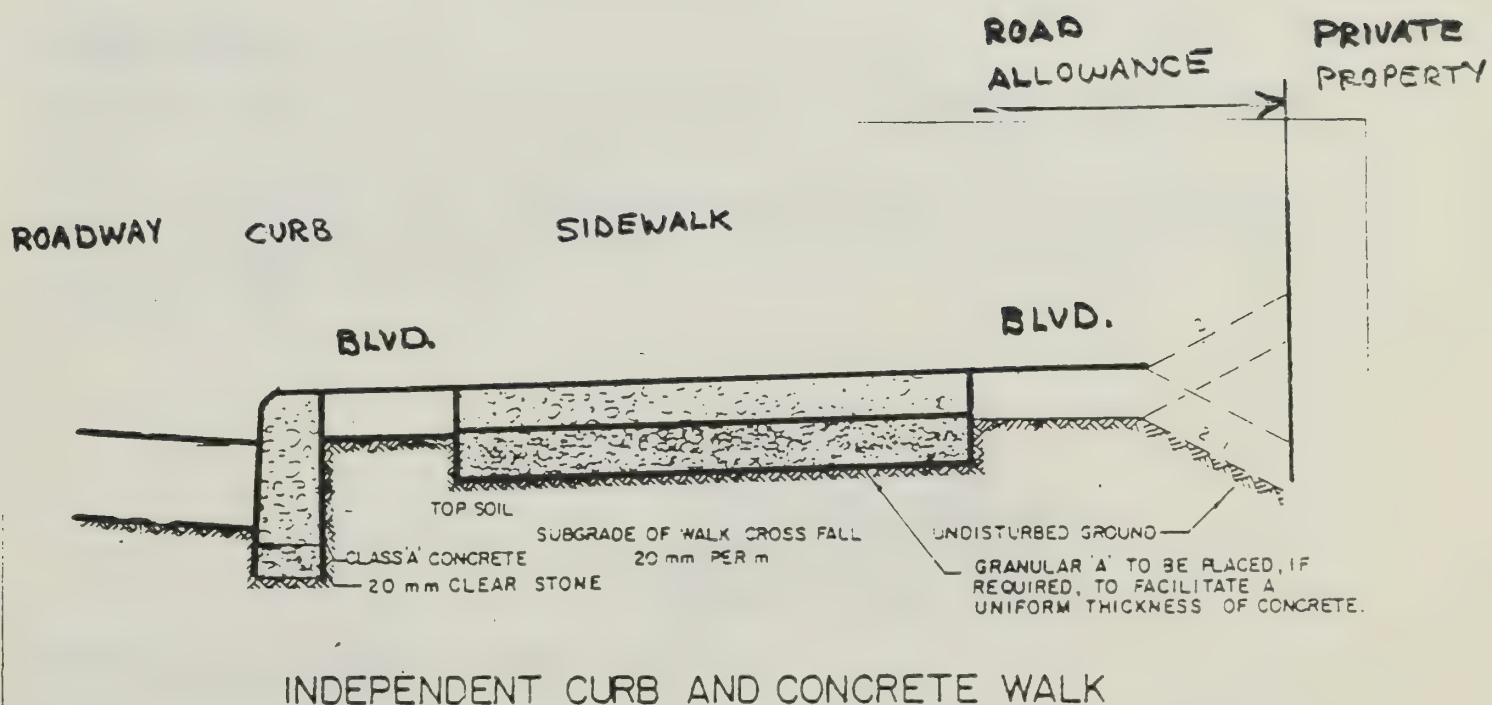
However, this complication must be weighed against the benefits. The benefits include:

- a) a more homogeneous surface - boulevard and sidewalk
- b) one colour and texture - no contrast between concrete and asphalt
- c) ultimately less ponding, settling and potential tripping hazards

JGP/jdh

cc D. Lobo, Manager of Streets and Sanitation

cc S. Spencer, Commissioner of Engineering



BLVD. (BOULEVARD)
- WIDTH OF BOULEVARD VARIES

RECOMMENDATION

- CONCRETE BOULEVARDS WITHIN COMMERCIAL ZONED AREAS WHENEVER SIDEWALKS ARE BEING RECONSTRUCTED AND WHERE BOULEVARDS ARE 8 FEET WIDE OR LESS.
- WHERE BOULEVARDS ARE WIDER THAN 8 FEET A RECOMMENDATION ON THE TREATMENT WILL BE PRESENTED TO THE TRANSPORT & ENVIRONMENT COMMITTEE.

FOR ACTION

8.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

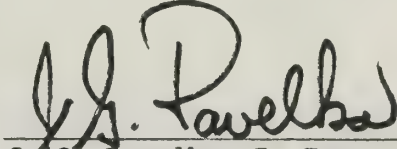
FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE :30 May 1989
COMM FILE:
DEPT FILE: 89-5096

SUBJECT: Contract For Delivery of Potable Water

RECOMMENDATION:

- a) That the rate for the delivery of potable water be increased from \$50.00 to \$87.48 for fifty-two 600 gallon loads, effective immediately.
- b) That the owners of 1220, 1360 and 1411 Rymal Road East be given notice that they will be removed from this service at the end of 1989 since watermain exist in front of these residences.


J. G. Pavelka, P. Eng.
Director of Public Works

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

- a) The estimated expenditure for this service is expected to approach \$27,000 and funds have been provided in the 1989 Current Budget Estimates.
- b) The estimated recoveries from the proposed user charges is \$3,000 for twelve months based on \$87.48 for fifty-two 600 gallon loads, up from \$2,093 for 12 months at \$50.00 for fifty-two 600 gallon loads for the residences proposed to remain on the service.

BACKGROUND:

A. Contract Recovery

It became apparent, from an assessment of the revenues from this activity, that the recovery rate had not been updated for a number of years.

In 1971, when this service was instituted, the annual (flat rate) water charge was \$28.00 based on an assessed value for an average home and building lot of \$4,500 - \$5,000. Regional Finance advises that the annual water charge in 1989 for comparable residences would be \$87.48 (the currently charged rate is \$50 for fifty-two 600 gallon loads i.e. one load per week for the whole year).

The recommendation is, thus, to update the annual fee to current values but on the same basis as the charge was previously calculated.

B. Availability to Connect With Watermains

Three of the eighteen residences who are presently having water delivered have a watermain in front of their property. These addresses are numbers 1220, 1360 and 1411 Rymal Road East.

We have checked with Regional Engineering who advise that, although there is no way to require these residences to be connected to the watermain, that there are no physical reasons why these addresses cannot be connected to the watermain in front of their property. These owners should no longer be retained on this service and receive the low cost supply of water under the City's Contract. It is hoped that this will encourage those individuals to connect to the existing watermains.

JGP/DH/

c.c. Mr. S. Spencer, Commissioner of Engineering
Attention: Mr. G. MacCallam
c.c. Mr. G. Lawson, Commissioner of Finance
Attention: Ms. J. Vesprini

FOR ACTION

9.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 June 14
COMM FILE: 3-2.2
DEPT FILE: 89-2000D

SUBJECT: Municipal Recycling Plans For Hamilton-Wentworth

RECOMMENDATION:

That the Region of Hamilton-Wentworth's Engineering Services Committee be advised that the comments and suggestions that they requested with respect to the "Municipal Recycling Plan for Hamilton-Wentworth" will be presented to the Transport and Environment Committee at its meeting on July 17, 1989, and then forwarded to City Council on July 25, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

J.G. Pavelka

BACKGROUND:

Although the "Municipal Recycling Plan for Hamilton-Wentworth" has been available since May, 1989, the review and comments by Hamilton-Wentworth Third Sector Employment Enterprises was not received until June 6, 1989. As it was considered important to be aware of the review and comments by Third Sector, it is respectfully being requested that the Region of Hamilton-Wentworth's Engineering Services Committee receive the City of Hamilton's comments after its Transport and Environment Committee's meeting on July 17, 1989.

The Engineering Services Committee at its meeting of May 8, 1989, considered a report of the Commissioner of Engineering and the Municipal Recycling Plan for Hamilton-Wentworth prepared by W.C.I. Waste Conversion Incorporated.

The Committee received these reports and asked that they be forwarded to members of Regional Council, Third Sector and the Area Municipalities for their comment and suggestions and that they be forwarded to the Commissioner of Engineering no later than June 2, 1989. W.C.I. Waste Conversion Incorporated will be retained to address these comments and suggestions on behalf of the Department of Engineering.

Recognizing that the response from the Area Municipalities would be greatly influenced by the response from Third Sector, it was felt prudent to receive Third Sector's review and comments, Third Sector's response was received on Tuesday, June 6, 1989.

Attached is a copy of Third Sector's Review and Comments on Municipal Recycling Plan for Hamilton-Wentworth.

With all the necessary reports now available, the City's staff are preparing their comments and responses to be presented to the Transport and Environment Committee on Monday, July 17, 1989.

Due to the delay in receiving all the relevant reports, the Region's Engineering Service Committee is being requested to receive the City's comments and review in concert with this schedule.

JGP/jdh
Attach.

c.c. L. Sage, Chief Administrative Officer
S. Spencer, Commissioner of Engineering
I. Neville, City Engineer, City of Stoney Creek
A. Houghton, Recycling Coordinator, Town of Ancaster
T. Taylor, Superintendent, Town of Dundas
M. Dinning, Town of Flamborough

Hamilton-Wentworth
Third Sector Employment Enterprises

77 Niagara Street
Hamilton, Ontario
L8L 6A4
528-9287/528-9664



June 2, 1989

Regional Municipality of Hamilton Wentworth
Department of Engineering
71 Main St. West
Hamilton, Ontario
L8N 3T4

Attention: Mr. G. S. Spencer
Commissioner of Engineering

Mr. Spencer:

Re: Municipal Recycling Plan for Hamilton Wentworth

Please find enclosed our review regarding the Municipal Recycling Plan for Hamilton Wentworth.

We are committed to providing our ongoing community contribution and with the help of all of those involved we see no barrier to making the "Blue Box" program work.

We know we can keep our Company strong and operating in the best interests of the residents of Hamilton Wentworth.

We thank you for your continued cooperation. Please do not hesitate if any additional information is required.

Yours truly

A handwritten signature in dark ink, appearing to read "N. Bagshaw".

Norman A. Bagshaw
Executive Director

NAB:cp

CC: Engineering Services Committee
Mr. T. Cook, Chairman

Recycling Coordinating Committee;
Ms. B. Goodger, Waste Reduction Coordinator

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Hubert Martin, Q.C.
Andrew Peller
C. Douglas McCallum, Q.C.

**Review and Comments
on
Municipal Recycling Plan
for
Hamilton-Wentworth**

**Prepared by
HAMILTON-WENTWORTH
THIRD SECTOR EMPLOYMENT ENTERPRISES**

June, 1989

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- 2.0 Regional Support & Involvement in the
Third Sector Board of Directors
- 3.0 Recycling Operations
 - 3.1 Collection System - Type of Vehicle
 - 3.2 Improvements to Sorting Arrangements
and Equipment
 - 3.3 Recycling in the Immediate Future
 - 3.4 Work Place Health and Safety
 - 3.5 Budget
- 4.0 Administrative Organization
- 5.0 Training Program
- 6.0 Accounting System
 - 6.1 Capital Expenditures
- 7.0 Marketing
- 8.0 Tendering for Recycling Operation

Review and Comments on
Municipal Recycling Plan
for
Hamilton-Wentworth

Prepared by

HAMILTON-WENTWORTH THIRD SECTOR EMPLOYMENT ENTERPRISES

1.0 Introduction

These comments on the above report are based on the mandate of "Third Sector" which is:

"A non-profit organization that provides skills training, work experience, and employment opportunities for disadvantaged youth. This work experience is gained in the recycling operation carried out by Third Sector Recycling which serves the Hamilton-Wentworth Region and its individual Municipalities."

2.0 Regional Support & Involvement in the
Third Sector Board of Directors

The Board of Directors, consists of twelve men and women in the community who volunteer their services. The normal procedure is to appoint four Board Members each year, for a three year term, which provides continuity to the policy direction of the Board. The Board welcomes participation from representatives of the various levels of government that provide assistance to the organization for both the training and the recycling activities. Staff representatives of Employment Canada, Regional Social Services and Regional Engineering attend our Board Meetings whenever they are available and we value their input to the discussions. The Board also would endorse an elected representative of Regional Government as a Member.

3.0 Recycling Operations

Since the W.C.I. report was prepared, the status of the recycling operation has significantly improved. This is reported in the "Third Sector Update, May 1, 1989" as attached to this review.

The Region has provided Third Sector with resources and support to remove the recyclable backlog. This effort has been completed by using \$17,990.00 of a \$60,000.00 budget allocation plus Third Sector's own resources and effort.

Tricil and Philip Environment did offer help, but we received no assistance and were unable to take advantage of this proposition.

3.1 Collection System - Type of Vehicle

Studies comparing the weights collected per man hour of single operator vehicle and our present system must be completed. The Sortator's capabilities suggest that we stay with comingled material. The best approach will probably be to phase in single operator vehicles into the outlying areas as new trucks are acquired. Our five ton stake trucks with two runners and a driver are better suited to the inner city areas with the narrow streets and curb parking, requiring quick service in a single pass to do both sides at once. We would require additional capital immediately to change the type of vehicle in the appropriate areas.

3.2 Improvements to Sorting Arrangements and Equipment

The cost of the proposed method of sorting dumped newspaper exceeds the cost of the method presently being used of loading sorted paper directly to paper trailers, which in turn are transferred to Ontario Paper. There is no waiting time or loading time lost to accumulate individual shipments. Our shipments of newspaper presently exceeds Ontario Paper specifications making further improvement both costly and unproductive.

Picking stations on the Sortator need extending to facilitate the colour sorting of glass and elimination of contaminating materials. It has become evident, because of the repeated rejection of shipments to the processor, continual upgrading of specifications will demand a great deal of extra labour and capital expense to satisfy quality control. Picking stations will also be required to handle the implementation of a full plastics program, again requiring further capital expenditure.

Our Sortator has proven able to process 22 tonnes of comingled material in a single shift, which will take us to the 1992 projection before reaching a requirement for two shifts. The facilities are of adequate size and with studied improvements, such as those mentioned, is more than capable of servicing the needs of the Region for the foreseeable future.

3.3 Recycling in the Immediate Future

The recycling industry is in its infancy. New innovations are constantly being developed, more Municipalities are getting involved daily, creating the need for a cost efficient method of recycling.

Third Sector has been at the forefront of this push for technology and has developed a collection and process facility second to none.

Third Sector was initially set up to provide hard to employ youth with some work experience and education in the ways of life, and the public, by and large, interprets recycling as assisting our employment service. The next step is to educate the public in the benefits to the environment, the reduction in cost of processing, the availability of suitable landfill areas, and the effect on their taxes.

It is our recommendation that the Region, through the Recycling Coordinating Committee, take the responsibility to launch a major public educational program to eliminate waste contamination, that will assist in the reduction of excessive handling and sorting costs, and the exorbitant dollars spent on garbage removal.

Without the capital allocations as mentioned above and the reduction in cost, we will be unable to make up recent sale value projections in recyclable materials shipped. It is calculated that these loses in newsprint and glass during the next 10 months will be approximately \$198,000.00. These same market prices would be applicable to any private contractor dealing with the same materials.

3.4 Work Place Health and Safety

As previously stated we have cleared the backlogged material from our warehouse and have, as recently as May 29, 1989, been inspected by the Ministry of Labour and received a clean bill of health.

The Health and Safety Committee is presently working on a manual of Safety Rules which will be incorporated with our Methods of Operations and Conditions of Employment.

3.5 Budgets

The budgets for Third Sector are broken into two categories:

Federal (skills training)

Provincial - Regional - Municipal (Recycling)

Each of these budgets including cash flow chart is prepared and have a monthly internal audit and year to date control with reports before the Board of Directors monthly.

4.0 Administrative Organization

The Personnel Chart as shown on Page 17 of the W.C.I. Report included two positions created to train individuals to replace retiring incumbents. Both the Assistant Executive Director, and the Assistant Operations Manager were created for this purpose. An additional Supervisory position was created to accomodate shifts as the surplus material was being sorted. Additional managerial support will be required to provide new growth and back up expertise for an ongoing successful recycling endeavor.

5.0 Training Program

Although recycling is vital to the operation of the total company, the commitment of Third Sector to provide employment development services to disadvantaged youth has not changed from its original concept. The conflict created in attempting to fulfill our dual goals of training and recycling was exacerbated by the rapid expansion of the "Blue Box" program in summer '88. The consequent pressure which this placed on the training program prompted a thorough re-evaluation of the program by the Board of Directors. The necessity to reduce the number of trainees in the program was recognized in order to allow Third Sector to provide its clients with the attention and assistance required by its mandate.

In 1989-90 training plan submitted to the federally funded Canadian Job Strategy "Job Entry" Program in February '89 introduced a Skills Training component, where more formalized work with the trainees would occur in a group structure, along with the existing General Work Experience in the organization's recycling operation and the Job Search and Retention component. These group sessions, as facilitated by Third Sector's fulltime Skills Coach, present a life skills curriculum which focuses on literacy, day-to-day problem-solving, employer expectations and health and safety issues. The structure and scheduling of these group sessions, the on-the-job responsibilities in recycling and the job search component implemented in May '89 provide a cohesive job preparation experience.

It is anticipated that the restructured training program will attract regular referrals from Hamilton-Wentworth Regional Social Services and other community agencies. Further expectations of this restructuring include more consistent attendance of the client group at Third Sector and an extension of their time as trainees in the program.

A Training Committee consisting of the Skills Coach, Personnel Manager, Operations Manager and two Board members has been established to monitor the progress of the program and report regularly to the Board of Directors. It may be more appropriate that a representative from Hamilton-Wentworth Regional Social Services participate on this committee rather than the Personnel Committee in the W.C.I. report (page 4).

As well, strong emphasis will continue in the area of communications for our trainees through their participation in Third Sector's committee structure (i.e. E.A.P. Committee, Health and Safety Committee).

6.0 Accounting System

Currently the largest portion of the operating expenses relate directly to wages and wage costs. Other operating expenses incurred on an annual basis, such as rent and corresponding expenses, insurance, compensation and similar items are the next largest group. Combined, these two expense groups would account for approximately 90% of the operating expenses. The balance of the expenses are incurred on a monthly basis and include vehicle repairs and operating expenses. A purchase order system to initiate the balance of expenses incurred is now being considered. The potential benefits, in cost reductions, must be greater than the additional cost of operating the purchase order system.

In essence, very few expenses are incurred without prior knowledge and approval of senior managers, the purpose of a purchase order system. In any case all actual expenses are compared monthly to the budget to ensure that none exceed planned amounts without the known cause.

Capital expenditures are financed outside the annual operating budget and all purchases are approved by senior managers and the board, prior to purchase. In all cases the funds are arranged in advance of purchase.

6.1 Capital Expenditures

On an annual basis, as mentioned above, all planned purchases are dealt with outside the operating budget as funds must be arranged from other sources prior to ordering. The largest expenditures are usually for vehicles. In the future, equipment to improve internal handling of materials is being considered. Some of these types of equipment were mentioned in the report. Until management and the Board have considered various methods of handling and sorting of materials the specific type of equipment can not be determined. The expected increase in recyclable material volumes will necessitate the need for new equipment.

7.0 Marketing

With the great growth of available recyclable material and subsequent reduction in the market value, we would be pleased to work with local industry and educational institutions to develop new markets and uses for recyclable material.

8.0 Tendering for Recycling Operation

Third Sector expects that when the Region should be in position to request tenders for the recycling system in the Region and does in fact tender same, that Third Sector would be permitted to bid. As soon as the Region's prerequisite to such bid including the conditions and constraints thereof are put in place by the Region, we would be in a position to comment further and prepare a response.

Hamilton-Wentworth
Third Sector Employment Enterprises

77 Niagara Street
Hamilton, Ontario
L8L 6A4
528-9287/528-9664



May 16, 1989

RE: THIRD SECTOR UPDATE MAY 1, 1989

This letter is to inform you that Third Sector Recycling has undergone several recent operational advancements, with additional financial support, and the completion of technical improvement, we have been able to accomplish the following planned actions that have enhanced our abilities, both through maximizing efficiency at our materials processing facility and in delivering a first rate curbside recycling service to the municipalities of Ancaster, Dundas, Flamborough, Hamilton, Stoney Creek and Glanbrook.

Following are the key accomplishments:

1. The 800-1000 tonnes of recyclable and refuse material that had accumulated at our facility by early February has been reduced by approximately 90% as of May 15. All 40,000 square feet of our working floor space will be completely cleared on a daily basis.
2. Our mechanical materials sortator has recently undergone numerous alterations to facilitate more efficient operations, including less contaminated product, additional safety features and ongoing maintenance procedures.
3. Our processed recyclable materials are now shipped directly to the end user. This measure eliminates double handling and improves both process and quality control.
4. Half of our recycling vehicles have been, or will shortly be, converted to Natural Gas. We have contracted to have the remaining fleet similarly converted by the end of this year. It is estimated that this procedure will have a yearly saving of \$26,000, paying for the conversion in the first year of operation.
5. We are presently servicing 59 apartment buildings (2616 units) in the Region in addition to another 16 buildings (1229 units) under a Ministry of the Environment pilot project. It is our intention to expand our apartment recycling program throughout the Region through an advertising campaign and the solicitation of property management to cover 40,000 individual units. This will be started in September and completed by the end of the year.

....cont....

DIRECTORS AND OFFICERS

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Vice President
Roger Morris

Treasurer
Michael Smith
Secretary
Betty Chou
Past President
Donald G. MacDonald

Executive Director
Norman A. Bagshaw
Jack Jaggard
Joel A. Hartwell
Reg Wheeler

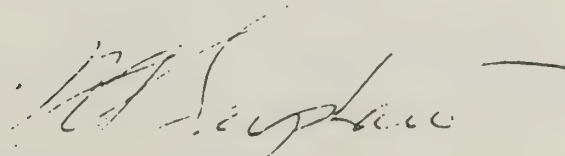
Don Harrison
Jean Jones
L.S. Simpson
Advisor
Rev. W.M. Carson

Honourary
Will Carter
Hubert Martin, O.C.
Andrew Peller
C. Douglas McCallum, O.C.

6. A data system is in the process of being implemented which will enable us to interface more efficiently with the Ministry of the Environment systems. Our yearly budgets, internal auditing and collected material tonnages will be computerized to improve information control.
7. A number of site changes have taken place to improve operations both within and surrounding our facility.
 - Supervisory staff offices have been constructed on the operations floor to facilitate better liaison between management and warehouse employees.
 - New washrooms have been constructed.
 - Efforts have been improved and will be maintained to keep our neighborhood clean.
8. We have hired a Training Coach to teach our client trainee workers a Life Skills Curriculum (Literacy, Day to day problem solving, Employment expectations, Health and Safety). These measures have helped to greatly improve our relations with the Social Services, and Employment and Immigration Canada to fulfill all of the requirements necessary to receive federal funding.

Volumes for the Municipalities have increased from 719.4 tons per month of recyclable material collected in April, 1988, servicing 109,000 households to 1250.9 tons collected in April, 1989, servicing 129,000 households. A 74% increase for the anniversary of the Blue Box distribution. The participation rate of 13 lbs. per household per month has increased to 19.4 lbs. per month. These volumes will be enhanced by material now being received from Glanbrook for the first time and processed with the materials picked up in the other Municipalities.

It is our belief that the service provided by Third Sector is deserving of an ongoing commitment by the Region and the Municipalities. We thank you for your continued assistance and anticipate your support.



Norman A. Bagshaw
Executive Director

FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

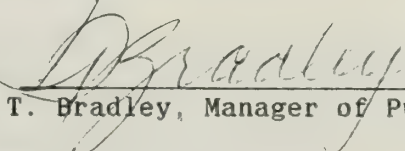
DATE: 1989 June 6
COMM FILE:
DEPT FILE: T4-38-89

SUBJECT: PURCHASE OF ONE (1) COLD PLANER, CENTRAL GARAGE

RECOMMENDATION:

That a purchase order be issued to Dan Greer Enterprises, Burlington, in the amount of \$32,369.76 for the purchase of One (1) Cold Planer, Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of two (2) tenders received. Funds provided in Streets Equipment-concrete Grinder-Capital Budget Account #CF5503 608951002.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

Dan Greer Enterprises, Burlington
Equipment Centre, Stoney Creek

\$32,369.76
34,020.00

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 June 5
COMM FILE:
DEPT FILE: T14-1-89

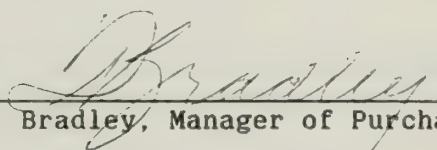
SUBJECT: SUPPLY AND INSTALL TWO (2) PRECAST CONCRETE BUILDINGS, PUBLIC WORKS
DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to W.E. Wilkinson Limited, Hamilton, in the amount of \$11,897.28 for the supply and installation of two (2) Precast Concrete Buildings, Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender:

NOTE: Lowest of three (3) tenders received. Funds provided in Emergency Measures Account CH56103 60015.

These buildings are required for Emergency Measures. As the delivery/completion time is 6 weeks and the next meeting of Council is June 27, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

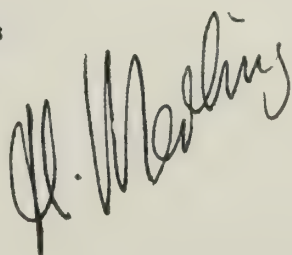

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

W.E. Wilkinson Limited, Hamilton
Hy-Grade Precast Concrete, St. Catharines
Expocrete Ltd., Burlington

\$11,897.28
14,975.00
24,800.00





FOR ACTION

12.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 June 12
COMM FILE:
DEPT FILE: T19-10-89

SUBJECT: LABOUR AND EQUIPMENT RENTAL, PUBLIC WORKS DEPARTMENT

RECOMMENDATION:

- (a) That purchase orders be issued for Labour and Equipment Rental. Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders as attached.
- (b) That the term of the agreement be to December 31, 1989, with an option in favour of the City to extend for an additional two one (1) year terms ending November 30, 1991.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

Tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders contacted as required.

LABOUR AND EQUIPMENT RENTAL, CITY AND REGION, 1989, 1990 AND 1991BULLDOZERS

	RATES PER HOUR			
	1989		1990	
	Standard	Overtime	Standard	Overtime
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1L0				
- Caterpillar D-6 with ripper	\$110.00	\$115.00	\$118.00	\$123.00
				\$126.00
				\$132.00
- Caterpillar D-7	\$120.00	\$125.00	\$128.00	\$134.00
				\$137.00
				\$143.00
- Caterpillar D-8	\$130.00	\$135.00	\$139.00	\$144.00
				\$149.00
				\$154.00
- John Deere 450	\$80.00	\$85.00	\$86.00	\$91.00
				\$92.00
				\$97.00
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7				
- Caterpillar D-6	\$65.00		\$68.25	\$71.65
Sisson Construction o/a Quigley Contracting 185 Hendershott Road R. R. #1 Hannon LOR 1P0				
- Caterpillar D-8	\$95.00	\$95.00	\$100.00	\$100.00
				\$105.00
\$105.00				
G. P. Mason Excavating P.O. Box 6 Fruitland LOR 1L0				
- Caterpillar D-7	\$80.00		\$85.00	\$90.00
- Caterpillar D-8	\$90.00		\$95.00	\$101.00
Terex 82-30				
- John Deere 450 (2)	\$51.00		\$54.00	\$57.50
E. Woytkiw Haulage P.O. Box 235 Hannon LOR 1P0				
- John Deere #450	\$55.00		\$57.00	\$59.00
Acme Excavating Ltd. 39 Woodbine Cresc. Hamilton L8R 1Y2				
- John Deere #450	\$55.00	\$60.00	\$55.00	\$60.00
				\$60.00
\$60.00				
Mollisan Construction 40 Hildegard Drive Hamilton L8k 5R9				
- John Deere #450	\$60.00		\$63.00	\$66.00
CGL Grading 1533 King East Hamilton L8k 1T1				
- Caterpillar D-6 with ripper	\$70.00	\$85.00	\$72.50	\$87.50
				\$75.00
				\$90.00
- John Deere #450	\$60.00	\$75.00		

BULLDOZERS OTHER THAN LISTED

RATES PER HOUR

	1989		1990		1991	
	Standard	Overtime	Standard	Overtime	Standard	Overtime
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1LO						
- Caterpillar D-3	\$75.00	\$80.00	\$80.00	\$86.00	\$86.00	\$92.00
- Caterpillar D-4	\$80.00	\$85.00	\$86.00	\$91.00	\$92.00	\$97.00
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7						
- Case 450	\$52.10		\$54.70		\$57.50	
Wm. Groves Ltd. 800 Rennie Street Hamilton L8H 7M1						
- Caterpillar D5 with 6 way blade	\$75.00	\$105.00	\$82.00	\$115.00	\$90.00	\$128.00
NOTE: Rates include operator and fuel; eight hour minimum charge on all rentals; overtime and show-up charges as per union agreement.						
Nelson Excavating Co. 150 Brockley Drive Hamilton L8E 3C5						
- Case 850 6 way	\$65.00	\$78.00	\$67.00	\$80.00	\$70.00	\$83.00
McLeod Engineering 120 King West Stoney Creek L8G 1J2						
- 450 Case	\$55.00	\$70.00	\$57.00	\$72.00	\$59.00	\$74.00
Angelo Loro o/a Loro Contracting R.R. #2 Binbrook LOR 1C0						
- John Deere 550	\$61.00	\$86.00	\$65.00	\$90.00	\$68.00	\$93.00
Molisan Construction 40 Hildegard Drive Hamilton L8K 5R9						
- P.L. 10	\$70.00		\$73.00		\$76.00	
CGI Grading 1533 King East Hamilton L8K 1T1						
- Caterpillar D-9 with ripper	\$120.00	\$135.00	\$125.00	\$140.00	\$130.00	\$145.00
- Terex 8220	\$75.00	\$90.00	\$77.50	\$92.50	\$80.00	\$95.00

LOADERS

	RATES PER HOUR			
	1989		1991	
	Standard	Overtime	Standard	Overtime
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1LO				
- Caterpillar 977 3.5	\$110.00	\$115.00	\$118.00	\$123.00 \$126.00 \$132.00
- Caterpillar 950 3.5	\$110.00	\$115.00	\$118.00	\$123.00 \$126.00 \$132.00
- Caterpillar 941 2.0	\$95.00	\$100.00	\$102.00	\$107.00 \$109.00 \$114.00
- 7231B Terex with 4 cu.yd. bucket	\$110.00	\$115.00	\$118.00	\$123.00 \$126.00 \$132.00
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7				
- Caterpillar 941 Track 2 Yard	\$65.00		\$68.25	\$71.65
- John Deere 450 Crawler Loader Track 1.5 Yard	\$52.10		\$54.70	\$57.50
Wm. Groves Ltd. 800 Rennie Street Hamilton L8H 7W1				
- Caterpillar 941 Track 1.5 Yard	\$58.00	\$90.00	\$64.00	\$99.00 \$70.00 \$109.00
G. P. Mason Excavating P.O. Box 6 Fruitland LOR 1LO				
- 7231B Terex with 4 cu.yd. bucket Rubber	\$72.00		\$76.00	\$81.00
E. Woytkiw Haulage P.O. Box 235 Hannon LOR 1P0				
- John Deere 450 Crawler Loader Track 2.5 cu.yd.	\$55.00		\$57.00	\$59.00
Acme Excavating Ltd. 39 Woodbine Cresc. Hamilton L8R 1Y2				
- John Deere 690-B Excavator	\$80.00	\$85.00		\$80.00 \$85.00
- John Deere 450 Crawler Loader	\$55.00	\$60.00	\$55.00	\$60.00 \$55.00 \$60.00

LOADERS OTHER THAN LISTED

U.S. PER HOUR

1991

1990

1989

Standard Overtime Standard Overtime Standard Overtime

Delmar Contracting
696 Arvin Avenue
Fruitland LOR 1L0

- Caterpillar 1T28
2.5 c.y. \$95.00 \$100.00 \$102.00 \$107.00 \$109.00 \$114.00

Stuart Fletcher
Excavating Ltd.
11 East 32nd Street
Hamilton L8V 3R7

- 1835 Case Bobcat \$50.00 \$52.50 \$55.10

Wm. Groves Ltd.
800 Renzie Street
Hamilton L8H 7M1

- Case 450 Crawler
1 Cu.Yd. \$58.00 \$90.00 \$64.00 \$99.00 \$70.00 \$108.00

- Hough 50 Rubber
tired 1.5 Cu.Yd. \$55.00 \$85.00 \$60.00 \$93.00 \$66.00 \$102.00

G. F. Mason Excavating
P.O. Box 6
Fruitland LOR 1L0

- 72-51 Terex with
5 yd. bucket \$80.00 \$85.00 \$90.00

Nelson Excavating Co.
150 Brockley Drive
Hamilton L8E 3C5

- D65 Komatsu
Track 3 yd. (2) \$78.00 \$91.00 \$80.00 \$93.00 \$83.00 \$96.00

McLeod Engineering
120 King West
Stoney Creek L8G 1J2

- 125 International
Track 1-1/4 cu.yd. \$60.00 \$75.00 \$62.00 \$77.00 \$64.00 \$79.00

Angelo Loro
o/a Loro Contracting
R.R. #2
Binbrook LOR 1C0

- John Deere 4WD
Rubber tired 2.5 yd. \$65.00 \$80.00 \$70.00 \$95.00 \$75.00 \$100.00

C.L. Moffatt Const.
1915 Upper James
Hamilton

- CL45 Ford Bobcat
Loader \$38.00 \$45.00 \$40.00 \$47.50 \$42.00 \$49.50

Acme Excavating Ltd.
39 Woodbine Cresc.
Hamilton L8R 1Y2

- John Deere 655 \$80.00 \$85.00 \$80.00 \$85.00 \$80.00 \$85.00

TRUCKS

RATES PER HOUR

	1989			1990			1991		
	Standard	Overtime	Standard	Overtime	Standard	Overtime	Standard	Overtime	Standard
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1LO									
- 8 cu.yd. dump	\$46.00	\$49.00	\$49.00	\$52.00	\$52.00	\$52.00	\$52.00	\$56.00	\$56.00
- 16 cu.yd. dump	\$49.00	\$52.00	\$52.00	\$55.00	\$55.00	\$56.00	\$56.00	\$59.00	\$59.00
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7									
- 16 Cu.Yd. Tandem Dumps	\$44.00		\$46.20				\$48.50		
G. F. Mason Excavating P.O. Box 6 Fruitland LOR 1LO									
- 18 cu.yd.	\$42.00		\$44.50				\$46.00		
E. Woytkiw Haulage P.O. Box 235 Hannon LOR 1P0									
- 8 cu.yd. dump	\$38.00	\$47.00	\$40.00	\$49.00	\$42.00	\$51.00	\$42.00	\$51.00	
- 16 cu.yd. dump	\$42.00	\$49.00	\$44.00	\$51.00	\$46.00	\$53.00			
McLeod Engineering 120 King West Stoney Creek L8G 1J2									
- 16 cu.yd. dump	\$42.00	\$55.00	\$44.00	\$57.00	\$46.00	\$59.00			
Angelo Loro o/a Loro Contracting R.R. #2 Binbrook LOR 1C0									
- 16 cu.yd. dump	\$45.00	\$70.00	\$48.00	\$68.00	\$50.00	\$70.00			
Acme Excavating Ltd. 39 Woodbine Cresc. Hamilton L8R 1Y2									
- 16 cu.yd. dump	\$45.00	\$50.00	\$45.00	\$50.00	\$45.00	\$50.00	\$45.00	\$50.00	
Molisan Construction 40 Hildegard Drive Hamilton L8k 5R9									
- 18 cu.yd. dump	\$45.00		\$48.00				\$51.00		

TRUCKS OTHER THAN LISTED

	1989		1990		1991	
	Standard	Overtime	Standard	Overtime	Standard	Overtime

Delmar Contracting
696 Arvin Avenue
Fruitland LOR 1LO

- Boom truck w/20 ton trailer	\$110.00	\$115.00	\$118.00	\$123.00	\$126.00	\$132.00
- Water truck	\$90.00	\$93.00	\$96.00	\$99.00	\$103.00	\$106.00

G. F. Mason Excavating
P.O. Box 6
Fruitland LOR 1LO

- Dump Trailer 40 yd.	\$70.00		\$74.00		\$78.00	
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E. Woytkiw Haulage
P.O. Box 235
Hannon LOR 1PO

- 4X4 Trucks	\$36.00	\$43.00	\$38.00	\$45.00	\$40.00	\$47.00
- 3 axle tractor trailer end dump	\$70.00		\$72.00		\$74.00	
- Tandem hopper trailer & tractor	\$70.00		\$72.00		\$74.00	

SCRAPERS

	1989		1990		1991	
	Standard	Overtime	Standard	Overtime	Standard	Overtime

Sisson Construction
o/a Quigley Contracting
185 Hendershott Road
R. R. #1
Hannon LOR 1PO

- Euclid TS-14	\$95.00	\$95.00	\$100.00	\$100.00	\$105.00	\$105.00
- Euclid TS-24	\$115.00	\$115.00	\$120.00	\$120.00	\$120.00	\$120.00

CGL Grading
1533 King East
Hamilton L8k 1T1

- Allis Chalmers 260	\$80.00	\$95.00	\$82.50	\$97.50	\$85.00	\$100.00
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GRADERS

	RATES PER HOUR			
	1989		1990	
	Standard	Overtime	Standard	Overtime
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1L0				
Model 14 Caterpillar	\$110.00	\$115.00	\$118.00	\$123.00
- Model 14 Caterpillar with rear ripper	\$120.00	\$125.00	\$128.00	\$137.00
G. F. Mason Excavating P.O. Box 6 Fruitland LOR 1L0				
- Huber Grader	\$52.00		\$55.00	\$58.50
CGL Grading 1533 King East Hamilton L8k 1T1				
- Model 14 Caterpillar	\$62.50	\$77.50	\$65.00	\$80.00
- Model 14 Caterpillar with rear ripper	\$65.00	\$80.00	\$67.50	\$82.50
GRADERS OTHER THAN LISTED	RATES PER HOUR			
	1989		1990	
	Standard	Overtime	Standard	Overtime
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7				
- 600 Champion	\$65.00		\$68.25	\$71.65
Wm. Groves Ltd. 800 Rennie Street Hamilton L8H 7M1				
- Champion D600	\$75.00	\$105.00	\$82.00	\$115.00
G. F. Mason Excavating P.O. Box 6 Fruitland LOR 1L0				
- T-600 Gallion	\$58.00		\$61.50	\$66.00
Angelo Loro o/a Loro Contracting R.R. #2 Binbrook LOR 1C0				
- 490 excavator with gradall bucket att.	\$75.00	\$100.00	\$78.00	\$103.00
- 590 excavator with gradall bucket att.	\$80.00	\$105.00	\$83.00	\$108.00
Mollisan Construction 40 Hildegard Drive Hamilton L8k 5R9				
- 450 John Deere Blade	\$60.00		\$63.00	\$66.00

BACKHOES

	1989		1990		1991	
	Standard	Overtime	Standard	Overtime	Standard	Overtime
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1L0						
- MF50 Massey Ferguson	\$80.00	\$85.00	\$86.00	\$91.00	\$92.00	\$97.00
- John Deere 310	\$80.00	\$85.00	\$86.00	\$91.00	\$92.00	\$97.00
- 880 Backhoe	\$110.00	\$115.00	\$118.00	\$123.00	\$126.00	\$132.00
- 580C Backhoe	\$80.00	\$85.00	\$86.00	\$91.00	\$92.00	\$97.00
- 60C Backhoe	\$80.00	\$85.00	\$86.00	\$91.00	\$92.00	\$97.00
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7						
- 580C Backhoe	\$44.00		\$46.20		\$48.50	
Nelson Excavating Co. 150 Brockley Drive Hamilton L8E 3C5						
- 580K Backhoe (6)	\$55.00	\$68.00	\$57.00	\$70.00	\$60.00	\$73.00
E. Woytkiw Haulage P.O. Box 235 Hannon LOR 1P0						
- MF50 Massey Ferguson	\$52.00	\$62.00	\$54.00	\$64.00	\$56.00	\$66.00
- 880 Backhoe	\$85.00		\$97.00		\$99.00	
- 580C Backhoe	\$52.00		\$54.00		\$56.00	
McLeod Engineering 120 King West Stoney Creek L8G 1J2						
- 580C Backhoe (3)	\$52.00	\$67.00	\$54.00	\$69.00	\$56.00	\$71.00
Acme Excavating Ltd. 39 Woodbine Cresc. Hamilton L8R 1Y2						
- MF50 Massey Ferg.	\$50.00	\$55.00	\$50.00	\$55.00	\$50.00	\$55.00
CGL Grading 1533 King East Hamilton L8K 1T1						
- 580C Backhoe	\$52.50	\$67.50	\$55.00	\$70.00	\$57.50	\$72.50

BACKHOES OTHER THAN LISTED	RATES PER HOUR		
	1989	1990	1991
	Standard	Overtime	Standard Overtime
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1LO			
- Caterpillar 235 3 c.y.	\$140.00	\$145.00	\$150.00 \$155.00 \$161.00 \$166.00
- Caterpillar 245 4.5 c.y.	\$165.00	\$170.00	\$176.00 \$182.00 \$188.00 \$195.00
John A Wilcockson Excavating, 19 Ipswich Place Hamilton L8K 3E8			
- Ford Loader Backhoe	\$36.00	\$37.00	\$37.00 \$38.00 \$38.00
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7			
- 580E	\$44.00	\$46.20	\$48.50
- 580E + Hydraulic Hoe Ram	\$88.20	\$92.60	\$97.20
- 1258 Crawler	\$105.00	\$110.25	\$115.75
- 40 Drott Crawler	\$85.00	\$89.25	\$93.70
Workman Excavating 849 Butter Rd. W. Ancaster L9G 3L1			
- 1986 John Deer 510C *	\$55.00	\$60.00	\$57.00 \$62.00 \$59.00 \$64.00
- 1981 John Deere 410 *	\$53.00	\$58.00	\$55.00 \$60.00 \$57.00 \$62.00
- 1988 Kobelco 909	\$90.00	\$95.00	\$100.00 \$105.00 \$110.00 \$115.00
* HoePac Compactor & Asphalt Cutter Attachments extra			
Wm. Groves Ltd. 800 Rennie Street Hamilton L8H 7M1			
- Case Tractor Backhoe	\$50.00	\$80.00	\$55.00 \$88.00 \$60.00 \$95.00
- Ford 555 Tractor Backhoe	\$50.00	\$80.00	\$55.00 \$88.00 \$60.00 \$95.00
G. F. Mason Excavating P.O. Box 6 Fruitland LOR 1LO			
- John Deere 410	\$51.00	\$54.00	\$58.00
- Ford 555-B with Extend-A-Hoe 4 wheel drive	\$51.00	\$54.00	\$58.00
- Ford 655 with Extend-A-Hoe	\$51.00	\$54.00	\$58.00

BACKHOES OTHER THAN LISTED **RATES P. 100**
 CONTINUED 1989 1990 1991
 Standard Overtime Standard Overtime Standard Overtime

O. F. Mason Excavating P.O. Box 6 Fruitland LOR 110			
- 690B John Deere 1-1/8 yd.	\$79.00	\$84.00	\$89.00
- JSW BH100 1-1/4 yd.	\$90.00	\$95.00	\$100.00
Nelson Excavating Co. 150 Brockley Drive Hamilton L8E 3C5			
- Track Excavators 932 Liebherr 1.5 yd.	\$100.00	\$113.00	\$102.00 \$115.00 \$105.00 \$118.00
- Track Excavators 912 Liebherr 1-1/4 yd.	\$85.00	\$98.00	\$87.00 \$100.00 \$90.00 \$103.00
Bill Wilcockson Trenching 182 East 19th Hamilton L9A 4S5			
- Ford Loader Backhoe 555A	\$36.00	\$37.00	\$38.00
E. Woytkiw Haulage P.O. Box 235 Hannon LOR 1P0			
- 1280 Case	\$110.00	\$112.00	\$114.00
- Ford 555A	\$52.00	\$62.00	\$54.00 \$64.00 \$56.00 \$66.00
McLeod Engineering 120 King West Stoney Creek L8G 1J2			
- 3/4 cu.yd. excavator (2)	\$70.00	\$85.00	\$72.00 \$87.00 \$74.00 \$89.00
- 1 cu.yd. excavator	\$94.00	\$109.00	\$96.00 \$111.00 \$98.00 \$113.00
Angelo Loro o/a Loro Contracting R.R. #2 Binbrook LOR 1C0			
- John Deere 510	\$55.00	\$80.00	\$58.00 \$63.00 \$60.00 \$85.00
- 590 excavator JD with swivel bucket 1-1/4 yd.	\$80.00	\$105.00	\$83.00 \$108.00 \$90.00 \$115.00
- 490 excavator JD with swivel bucket 1 yd.	\$75.00	\$100.00	\$78.00 \$103.00 \$80.00 \$105.00
Crayford Enterprise 160 Woodburn Road Hannon LOR 1P0			
- 580K Backhoe J WD 1983	\$58.00	\$58.00	\$58.00

BACKHOES OTHER THAN LISTED CONTINUED	1989		1990		1991	
	Standard	Overtime	Standard	Overtime	Standard	Overtime
C.L. Moffatt Const. 1915 Upper James Hamilton						
- 555 Ford Backhoe	\$44.00	\$51.00	\$46.00	\$53.50	\$48.00	\$56.00
Acme Excavating Ltd. 39 Woodbine Cresc. Hamilton L8R 1Y2						
- John Deere 510	\$55.00	\$60.00	\$55.00	\$60.00	\$55.00	\$60.00
- John Deere 410	\$55.00	\$60.00	\$55.00	\$60.00	\$55.00	\$60.00
Molisan Construction 40 Hildegard Drive Hamilton L8k 5R9						
- 655 Ford	\$60.00	\$63.00			\$66.00	
CGL Grading 1533 King East Hamilton L8k 1T1						
- John Deere 410	\$52.50	\$67.50	\$55.00	\$70.00	\$57.50	\$72.50
Don Schelhas Cont. & Excavating 9 Brisbane Blvd. Brantford N3Ss 4K9						
- Caterpillar 416 Extend-A-Hoe	\$55.00	\$66.25	\$58.00	\$70.00	\$61.00	\$74.00
FLOATS						
	1989		1990		1991	
	Standard	Overtime	Standard	Overtime	Standard	Overtime
Delmar Contracting 696 Arvin Avenue Fruitland LOR 1L0						
- 35 ton Float Truck	\$85.00	\$88.00	\$91.00	\$94.00	\$97.00	\$101.00
G. F. Mason Excavating P.O. Box 6 Fruitland LOR 1L0						
- 35 ton Float Truck	\$60.00	\$63.50			\$67.50	
E. Woytkiw Haulage P.O. Box 235 Hannon LOR 1P0						
- 35 ton Float Truck	\$75.00	\$77.00			\$79.00	
McLeod Engineering 120 King West Stoney Creek L8G 1J2						
- 35 ton Float Truck	\$55.00	\$70.00	\$57.00	\$72.00	\$59.00	\$74.00

FLOATS OTHER THAN LISTED

	1989		1990		1991	
	Standard	Overtime	Standard	Overtime	Standard	Overtime

Delmar Contracting 696 Arvin Avenue Pruitland LOR 1LO						
- 50 ton Float	\$90.00	\$93.00	\$96.00	\$99.00	\$103.00	\$106.00
Truck						
Stuart Fletcher Excavating Ltd. 11 East 32nd Street Hamilton L8V 3R7						
- 60 Ton Float	\$70.00		\$73.50		\$77.20	
Angelo Loro o/a Loro Contracting R.R. #2 Binbrook LOR 1CO						
- 20 Ton Float	\$60.00	\$85.00	\$62.00	\$87.00	\$65.00	\$85.00
Mollisan Construction 40 Hildegard Drive Hamilton L8K 5R9						
- 50 Ton Float	\$75.00		\$80.00		\$85.00	

WORKERS' COMPENSATION CERTIFICATE

Delmar Contracting	No	
John A. Wilcockson	Yes	
Stuart Fletcher Excavating	No	
Workman Excavating	Yes	
Sisson Construction o/a Quigley Contracting	Yes	
Wm. Groves Limited	Yes	
G.F. Mason Excavating	To be sent by WCB	
Nelson Excavating	No	
Bill Wilcockson Trenching	Yes	
E. Woytkiw Haulage Ltd.	Yes	
McLeod Engineering	Yes	
Loro Contracting	Yes	
Crayford Enterprises	No	
C.L. Moffatt construction	Yes	
Acme Excavating	No	
Mollisan Construction	No	
CGL Grading	No	
Don Schelhas Contracting	No	

FOR ACTION

13.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. E. C. Matthews
Treasurer

DATE: 1989 May 15
COMM FILE:
DEPT FILE:

SUBJECT: FINAL RELEASE OF HOLDBACK REQUEST

RECOMMENDATION:

That total holdback in the amount of \$13,566.60 be released to Bulk Store Structures Limited for the completion of the contract, P.O. 28075, for the construction of two Salt Domes pending receipt by the Treasury of the Standard Release Forms from the contractor and City Solicitor's Department.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Contractor is entitled to release of holdback on the 46th day after total completion.

BACKGROUND:

The contract was approved by Council September 29, 1987 for \$135,666.00 and it was completely performed on December 15, 1988. The 45 day lien period expired January 31, 1989 and I am recommending release of all holdback monies at this time pending receipt of the necessary release forms by the Treasury.

Roy Hammel

FOR ACTION

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REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

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The contract was approved by Council September 29, 1987 for \$135,666.00 and it was completely performed on December 15, 1988. The 45 day lien period expired January 31, 1989 and I am recommending release of all holdback monies at this time pending receipt of the necessary release forms by the Treasury.

Roy Hammel

FOR ACTION

14.

REPORT TO: Chairman and Members
Transport and Environment Committee
Attention: Mr. R. C. Prowse, Secretary

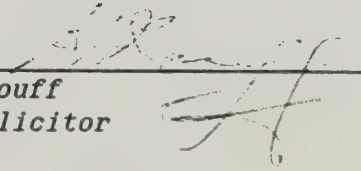
FROM: K. A. Rouff
City Solicitor

DATE: 1989 May 24
COMM FILE:
DEPT FILE: 100-1.293.1

SUBJECT: Applications by Canadian Pacific Limited to National
Transportation Agency to Abandon Railway Line
Operations from
(i) Hamilton and Brantford
(ii) Brantford and Simcoe

RECOMMENDATION:

Request for instructions as to course of action to be taken with respect to the National Transportation Agency's decision on Canadian Pacific's proposed abandonment applications.



K. A. Rouff
City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

By our report dated October 27th, 1988, we brought to the attention of your Committee that Canadian Pacific Limited had the above-captioned applications before the National Transportation Agency. We requested instructions from your Committee as to the course of action that should be taken with respect to these applications. On October 31, 1988, your Committee instructed us to oppose the applications. Accordingly, we advised the National Transportation Agency that same day of the City's opposition.

On January 27, 1989, the National Transportation Agency notified us that it had made a determination of the actual losses incurred by Canadian Pacific Limited in the operation of the railway lines under application and advised us that the City had 7 days in which to make further submissions on Canadian Pacific's pending abandonment applications before the Agency would proceed with them. On February 1, 1989, the City advised the National Transportation Agency that the proposed abandonment of the operation of these railways may be contrary to the Minutes of Settlement executed between the City, The Toronto, Hamilton and Buffalo Railway Company and Canadian Pacific Limited on May 1st, 1986. The City further advised the Agency that, if the Agency decides to make an Order for the abandonment of the operation of these railway lines, such Order should be made on the condition that,

- (1) the overall level of freight rail service that Canadian Pacific provides to and from the City, in no way, be diminished now and in the future;
- (2) if the need should arise in the foreseeable future, Canadian Pacific be required, at its own expense, to re-establish these railway lines or, if this is not possible, to provide the City with comparable, efficient and effective alternative railway service.

On May 8th, 1989, the City received a decision dated May 2nd, 1989 from the National Transportation Agency respecting Canadian Pacific's abandonment applications. After considering all evidence before it, the Agency found that the railway lines in question are uneconomic and that there is no reasonable probability of these lines becoming economic in the foreseeable future. It therefore concluded that the operation of these lines should be abandoned. It then determined that it would be in the public's interest for the lines to be abandoned 60 days from the date of an Order to its effect. Accordingly, it issued such an Order. The Order is dated May 2nd, 1989. Therefore the abandonment would take effect on or about July 4th, 1989.

In coming to its decision, the Agency considered our argument based on the Minutes of Settlement agreement with Canadian Pacific Limited. It determined that the abandonment applications under the National Transportation Act, 1987 have paramount importance and must supercede that agreement. While this may be true, in our opinion, that would not preclude an action in the Civil Courts to enforce this agreement in the event that the City determines that there has been a breach of it. Therefore it is very important for the City to monitor closely the level and quality of freight rail service that Canadian Pacific Limited provides to and from the City. Any reduction in that service may be grounds for an action against Canadian Pacific Limited. As a result, the question that the City must ask itself in the present situation is whether the abandonment of the railway lines in question have resulted in a reduction of service and, if so, to what extent. It is a factual determination that can only be made by those City Departments that are in a position to assess the transportation needs of the City.

If the City wishes to challenge the present decision and Order of the National Transportation Agency, the following avenues of redress are available to it. **First**, the City could petition the Federal Cabinet, at any time, to vary or rescind the decision and Order. For that matter, the Federal Cabinet could do this on its own initiative. **Second**, an appeal from the decision and Order of the Agency lies to the Federal Court of Appeal on a question of law or a question of jurisdiction. Such an appeal requires the permission of the court. An application for permission must be made within one month after the date of the decision and the Order in question or within such further time as a judge of the Court under special circumstances allows. **Third**, the Agency may rescind its Order at any time before the date that has been fixed for the abandonment of the railway lines. The Agency is also permitted to vary the date fixed in an Order for abandonment. The Federal Cabinet also has this power. At your convenience, we are prepared to discuss the advisability of pursuing any of these courses of action. However, we would recommend that the present matter not be pursued any further.

We request that you review this matter with a view to providing us with instructions as to the course of action that should be taken with respect to the present decision and Order of the National Transportation Agency.

c.c. Mr. Lou Sage, Chief Administrative Officer
c.c. Mr. G. S. Spencer, Commissioner of Engineering
 Attention: Mr. T. Gill
c.c. Mr. M. F. Main, Director of Traffic Services
c.c. Mr. J. G. Pavelka, P.Eng., Director of Public Works
c.c. Mr. S. Ghanem, Commissioner, Economic Development
c.c. Ms. Debbie Edwards, Legal Services Department

F O R A C T I O N

15.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 June 6
COMM FILE: 3-11.2
DEPT FILE: T102-02
ID#0227(30)

SUBJECT

Proposed Construction of Pedestrian Paths

- (a) Upper Sherman Avenue
- (b) Kingsberry Street
- (c) Acadia Drive

RECOMMENDATIONS

- (a) That the Director of Public Works be authorized and directed to construct:
 - (i) a 1.5m wide asphalt path on the west side of Upper Sherman Avenue between Limeridge Road and the north end of the existing sidewalk south of Limeridge Road at an estimated cost of \$5,000.
 - (ii) A 1.5m wide stone path to connect Kingsberry Street with Carson Drive at an estimated cost of \$1,800.
 - (iii) A 1.5m wide stone path on the south side of Acadia Drive from Upper Sherman Avenue to the north-south leg of Acadia Drive, at an estimated cost of \$7,000.
- (b) That the cost of this work be financed from the Paths and Walkways Account # CH57410-52015

Ted Gill
for G. S. Spencer, P. Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above Recommendations

Continued . . .

Proposed Construction of Pedestrian Paths

Continued . . .

BACKGROUND

The 1989 Current Budget has a provision of \$20,000 for the construction of asphalt paths at various locations. We have received requests for paths at two locations, Upper Sherman Avenue and Kingsberry Street.

Upper Sherman Avenue

The concrete sidewalks have been constructed on Upper Sherman Avenue, south of Limeridge Road under several subdivision agreements. There are no agreements covering the section of Upper Sherman Avenue in the area of the future Mountain Freeway. Since it will be five to seven years until the Freeway is built at this location at which time permanent sidewalks could be built, it would be prudent to construct an asphalt path in the interim. The path will provide pedestrian access from the neighbourhood to the major commercial area along Limeridge Road. The location of the proposed path is shown on the attached plan.

Kingsberry Street

Kingsberry Street is proposed to be linked with Carson Drive once development proceeds in the area. In the interim, pedestrians, particularly children living in the southern part of the neighbourhood, are forced to travel a longer route to access the two schools to the north.

The City has ownership of the land for the future extension of Kingsberry Street to link with Carson Drive on which a stone path could be constructed. The location of the proposed path is shown on the attached plan.

Continued . . .

-page 3-

1989 June 6

Proposed Construction of Pedestrian Paths

Continued . . .

Acadia Drive

We have received a request from the principal of St. Jean de Brebeuf Secondary School for the construction of a pedestrian path on Acadia Drive at the location shown on the attached plan. Presently, students are walking on the road surface and this may pose a safety hazard during the morning and afternoon periods when several school buses, HSR buses and private vehicles use the road also. Since the present alignment of the south leg of Acadia Drive is temporary, we do not recommend the construction of a permanent concrete sidewalk.

RPM:clc
attach.

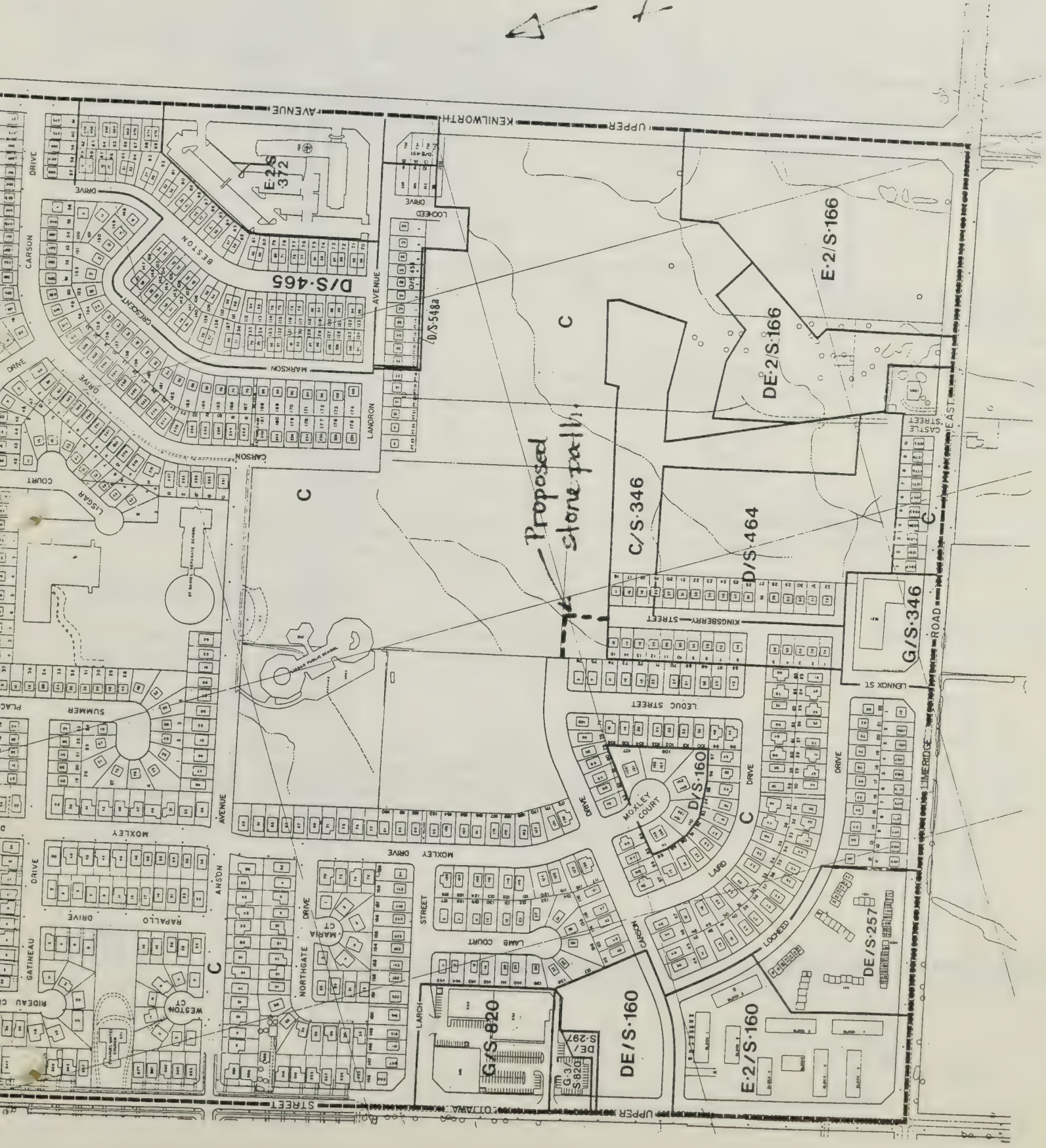
cc: Alderman H. Merling
cc: Alderman J. Gallagher
cc: Alderman J. Smith
cc: J.G. Pavelka, Director
Public Works Department

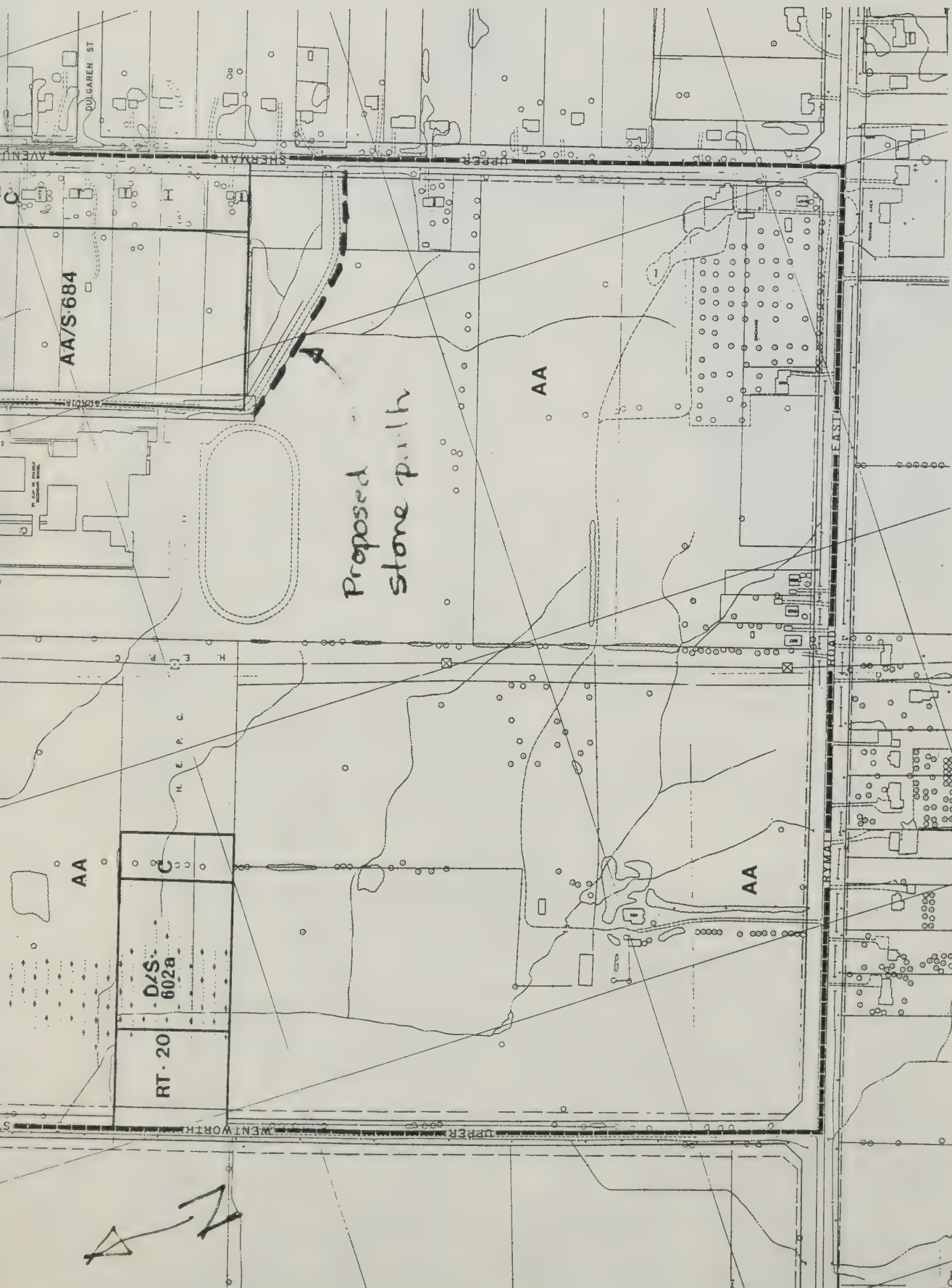


Proposed
Asphalt
Path



4-1





AA/S-684

Proposed
stone path

AA

AA

RT-20

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AA



6

F O R A C T I O N

16ca

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

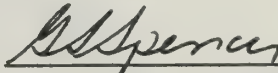
DATE: 25 May 1989
COMM FILE:
DEPT FILE: S723-44
ID#0043D

SUBJECT:

To Incorporate certain City owned lands into Fusilier Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 74, Plan 62R-577 into Fusilier Drive.




G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 74, Plan 62R-577 and it is necessary that this block be incorporated into Fusilier Drive to provide access to and from the soon to be registered Plan of Subdivision adjacent and to the north, commonly known as Wellington Chase - Phase 3.

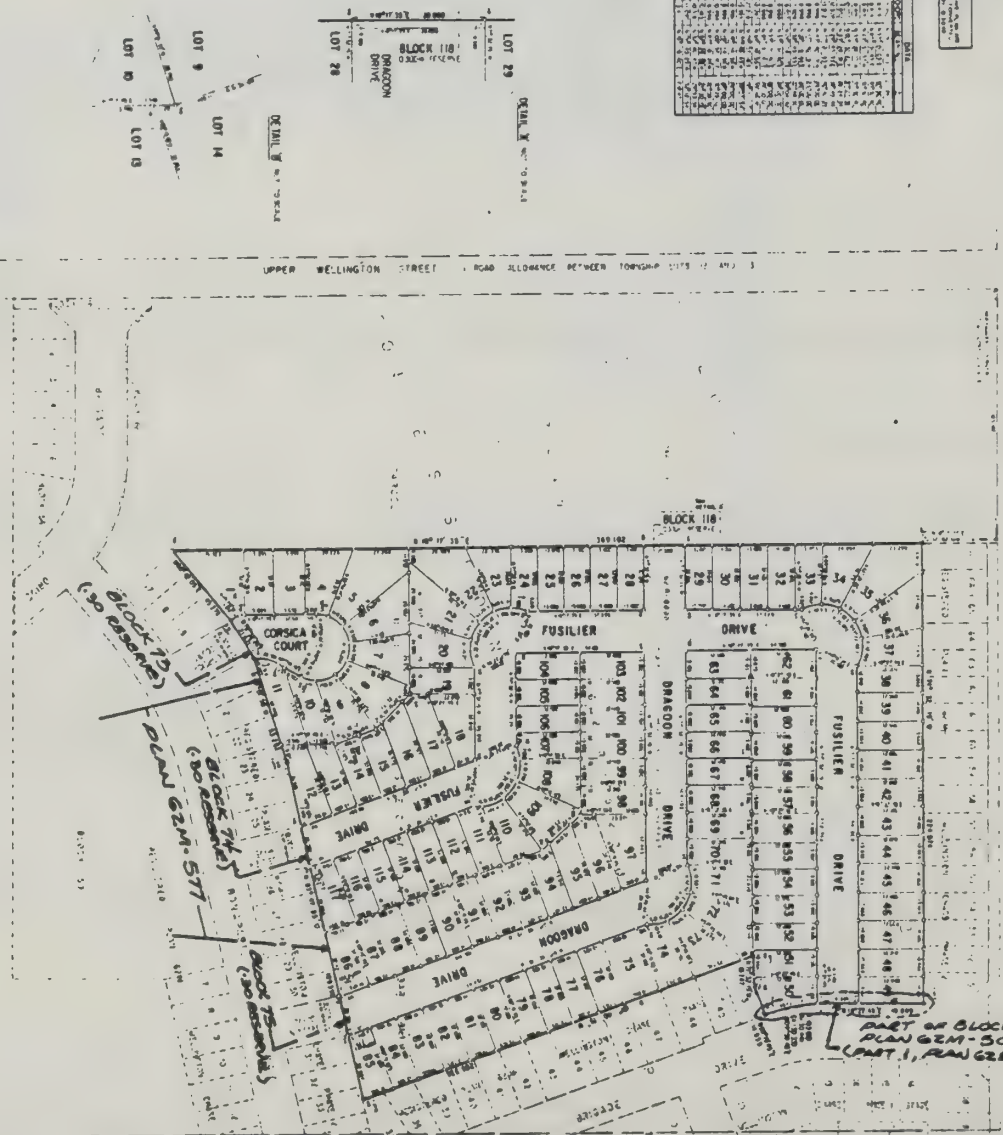

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SAT TIPS:

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PART OF BLOCK 146
PLAN 62M-302
(PART 1, PLAN 62E-9520)

WELLINGTON CHASE (PHASE 3)
BEING A SUBDIVISION OF

PART OF LOT 12, CONCESSION 9
TOWNSHIP OF GARTON

COUNTY OF WILTSHIRE
HMA & Twp
CITY OF HAMILTON

REGIOAL MUSICIALLY OF HALLTOM - WELTHOVI
SCALE 10710

JOHN P. NOUWENS, Ontario Land Surveyor
2000

LEGEND

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五、六、七、八、九、十、十一、十二、十三、十四、十五、十六、十七、十八、十九、二十、二十一、二十二、二十三、二十四、二十五、二十六、二十七、二十八、二十九、三十、三十一、三十二、三十三、三十四、三十五、三十六、三十七、三十八、三十九、四十、四十一、四十二、四十三、四十四、四十五、四十六、四十七、四十八、四十九、五十、五十一、五十二、五十三、五十四、五十五、五十六、五十七、五十八、五十九、六十、六十一、六十二、六十三、六十四、六十五、六十六、六十七、六十八、六十九、七十、七十一、七十二、七十三、七十四、七十五、七十六、七十七、七十八、七十九、八十、八十一、八十二、八十三、八十四、八十五、八十六、八十七、八十八、八十九、九十、九十一、九十二、九十三、九十四、九十五、九十六、九十七、九十八、九十九、一百。

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METRIC NOTE

OWNER'S CERTIFICATE

VOLUME 10

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WELLINGTON CHASE INC

July 1950

Feb 11, 1895

SUPERVISOR'S CERTIFICATE

1. The first part of the paper is devoted to a review of the literature on the topic of the role of the state in the development of the economy. It is found that the state has played a significant role in the development of the economy in many countries, particularly in the case of developing countries. The state has been able to mobilize resources, provide infrastructure, and create a favorable environment for investment and growth.

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19/2/58

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ASHFURST
PROPERTY SPECIALIZING
IN LAND & BLDG. ACQUISITION

MOORE & LANE
INCORPORATED
10000 W. 10th Ave. Suite 100
Denver, CO 80202

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F O R A C T I O N

1600

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

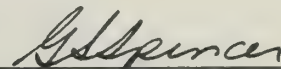
DATE: 25 May 1989
COMM FILE:
DEPT FILE: S723-44
ID#0043D

SUBJECT:

To Incorporate certain City owned lands into Dragoon Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 75, Plan 62R-577 into Dragoon Drive.




G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

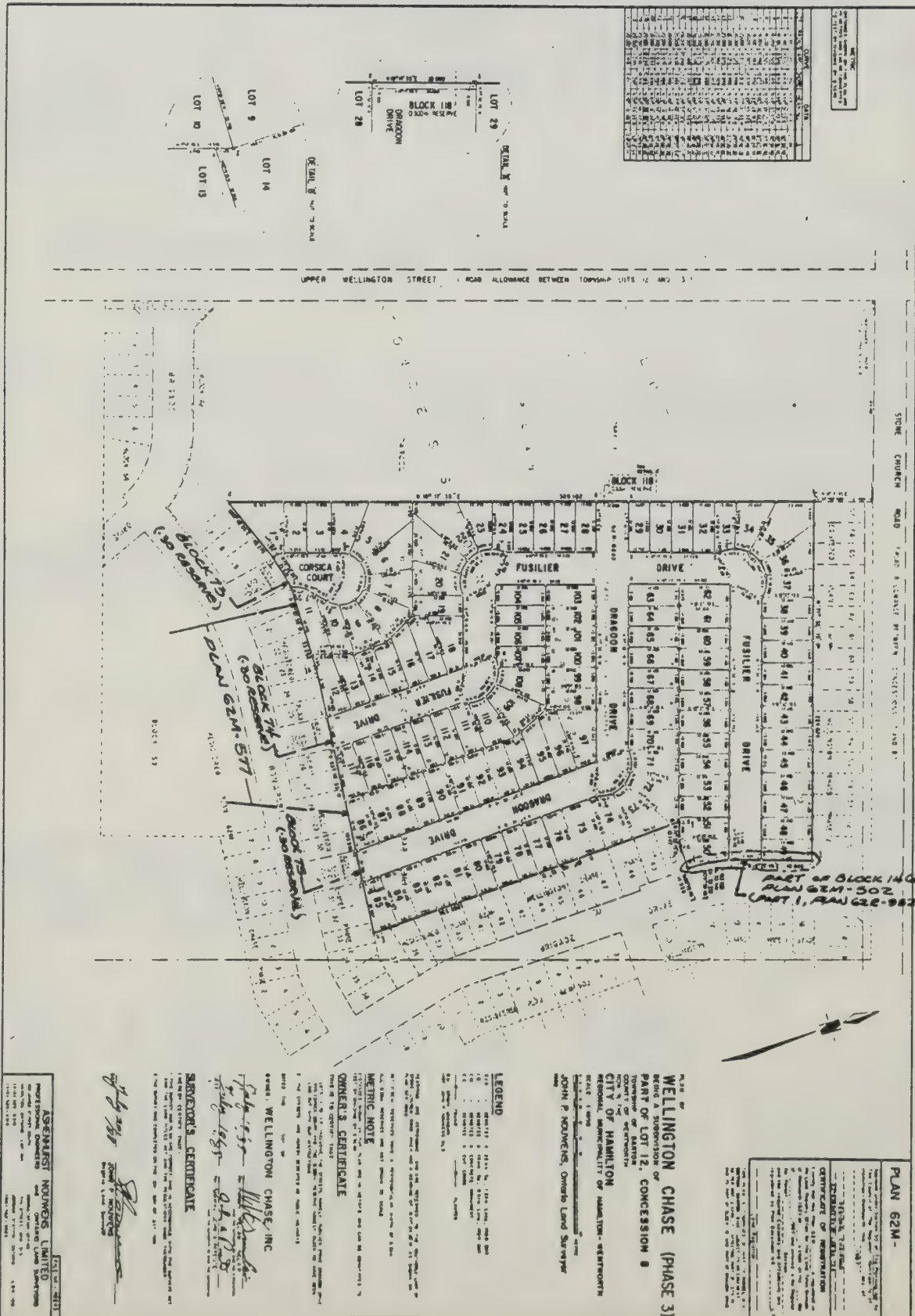
All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 75, Plan 62R-577 and it is necessary that this block be incorporated into Dragoon Drive to provide access to and from the soon to be registered Plan of Subdivision adjacent and to the north, commonly known as Wellington Chase - Phase 3.


HMS:lj

SCHEDULE 'A'



F O R A C T I O N

16cc

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

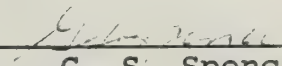
DATE: 25 May 1989
COMM FILE:
DEPT FILE: S723-44
ID#0043D

SUBJECT:

To Incorporate certain City owned lands into Corsica Court

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 73, Plan 62R-577 into Corsica Court.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

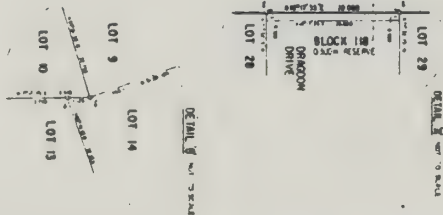
All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

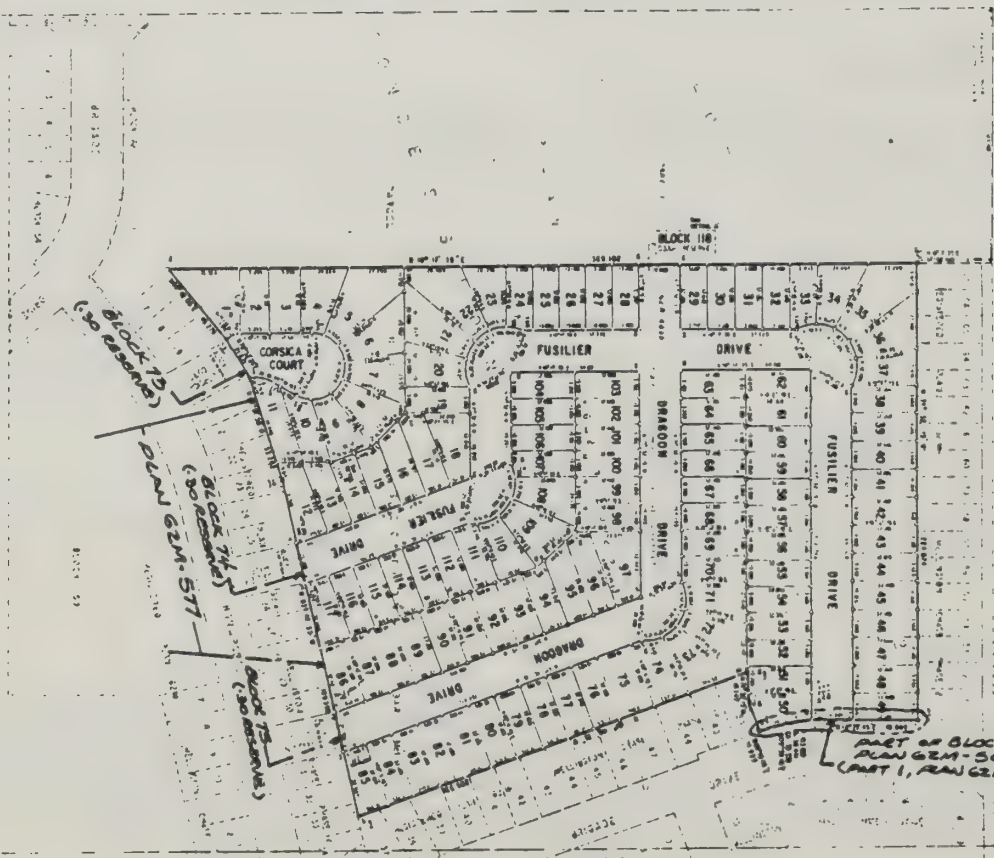
The City of Hamilton is the owner of Block 73, Plan 62R-577 and it is necessary that this block be incorporated into Corsica Court to provide access to and from the soon to be registered Plan of Subdivision adjacent and to the north, commonly known as Wellington Chase - Phase 3.


HMS:lj

The image shows a document page with a grid of small, illegible text blocks, possibly a form or a table. The text is too small and blurry to be read accurately. The layout appears to be a structured form with multiple rows and columns of data.



UPPER WELLINGTON STREET ROAD ALLOWANCE BETWEEN TOWNSHIP LOTS 12 AND 13



PART OF BLOCK 146
PLAN 62M-502
(PART 1, PLAN 62R-9520)

STONE CHURCH ROAD 12345 67890 10111 12131 14151 16171 18191 20211 22231 24251 26271 28291 30311 32331 34351 36371 38391 40411 42431 44451 46471 48491 50511 52531 54551 56571 58591 60611 62631 64651 66671 68691 70711 72731 74751 76771 78791 80811 82831 84851 86871 88891 90911 92931 94951 96971 98991 1001001

PLAN 62M-

WELLINGTON CHASE (PHASE 3)
BEING A SUBDIVISION OF

PART OF LOT 12. CONCESSION 8
TOWNSHIP OF SAULTON
COUNTY OF WENTWORTH

CITY OF HAMILTON
REGIONAL AUTHORITY OF WATER TREATMENT

JOHN P. MOUTENS, Ontario Land Surveyor
1990

LEGEND

No.	Name of the author	Year	No. of papers		Total
			Published	Unpublished	
1	W. H. R. Williams	1950	1	0	1
2	W. H. R. Williams	1951	1	0	1
3	W. H. R. Williams	1952	1	0	1
4	W. H. R. Williams	1953	1	0	1
5	W. H. R. Williams	1954	1	0	1
6	W. H. R. Williams	1955	1	0	1
7	W. H. R. Williams	1956	1	0	1
8	W. H. R. Williams	1957	1	0	1
9	W. H. R. Williams	1958	1	0	1
10	W. H. R. Williams	1959	1	0	1
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13	W. H. R. Williams	1962	1	0	1
14	W. H. R. Williams	1963	1	0	1
15	W. H. R. Williams	1964	1	0	1
16	W. H. R. Williams	1965	1	0	1
17	W. H. R. Williams	1966	1	0	1
18	W. H. R. Williams	1967	1	0	1
19	W. H. R. Williams	1968	1	0	1
20	W. H. R. Williams	1969	1	0	1
21	W. H. R. Williams	1970	1	0	1
22	W. H. R. Williams	1971	1	0	1
23	W. H. R. Williams	1972	1	0	1
24	W. H. R. Williams	1973	1	0	1
25	W. H. R. Williams	1974	1	0	1
26	W. H. R. Williams	1975	1	0	1
27	W. H. R. Williams	1976	1	0	1
28	W. H. R. Williams	1977	1	0	1
29	W. H. R. Williams	1978	1	0	1
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34	W. H. R. Williams	1983	1	0	1
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36	W. H. R. Williams	1985	1	0	1
37	W. H. R. Williams	1986	1	0	1
38	W. H. R. Williams	1987	1	0	1
39	W. H. R. Williams	1988	1	0	1
40	W. H. R. Williams	1989	1	0	1
41	W. H. R. Williams	1990	1	0	1
42	W. H. R. Williams	1991	1	0	1
43	W. H. R. Williams	1992	1	0	1
44	W. H. R. Williams	1993	1	0	1
45	W. H. R. Williams	1994	1	0	1
46	W. H. R. Williams	1995	1	0	1
47	W. H. R. Williams	1996	1	0	1
48	W. H. R. Williams	1997	1	0	1
49	W. H. R. Williams	1998	1	0	1
50	W. H. R. Williams	1999	1	0	1
51	W. H. R. Williams	2000	1	0	1
52	W. H. R. Williams	2001	1	0	1
53	W. H. R. Williams	2002	1	0	1
54	W. H. R. Williams	2003	1	0	1
55	W. H. R. Williams	2004	1	0	1
56	W. H. R. Williams	2005	1	0	1
57	W. H. R. Williams	2006	1	0	1
58	W. H. R. Williams	2007	1	0	1
59	W. H. R. Williams	2008	1	0	1
60	W. H. R. Williams	2009	1	0	1
61	W. H. R. Williams	2010	1	0	1
62	W. H. R. Williams	2011	1	0	1
63	W. H. R. Williams	2012	1	0	1
64	W. H. R. Williams	2013	1	0	1
65	W. H. R. Williams	2014	1	0	1
66	W. H. R. Williams	2015	1	0	1
67	W. H. R. Williams	2016	1	0	1
68	W. H. R. Williams	2017	1	0	1

METRIC NOTE

OWNER'S CERTIFICATE

WELLINGTON CHASE INC

SUPERVISOR'S CERTIFICATE

[Signature]
JULY 20th 1897
JOHN W. HODGKINS
BOSTON U.S.A.

ASBESTOS NOUNS LIMITED
PAPER, FIBROCEMENT, CORRUGATED
AND CORRUGATED LINED SHEETPIPING
Sole Agents: "PAPER" BROS.
101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 159

ID#0043D(T&E)

16ca1

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: June 7, 1989
COMM FILE:
DEPT FILE: S720-25

SUBJECT:

To incorporate certain City lands into Mount Pleasant Drive.

RECOMMENDATION:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate the most southerly 137.21m of Part 2, Plan 62R-9557 into Mount Pleasant Drive.

Ted Gill

for G.S. Spencer
 Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth are covered under Subdivision Agreement.

BACKGROUND

The City of Hamilton is the owner of all of Part 2, Plan 62R-9557 and it is necessary that the southerly 137.21m be incorporated into Mount Pleasant Drive to provide access to and from a soon to be Registered Plan of Subdivision abutting on the east (commonly known as Templemead No. 2 Survey - Phase 6.

HMS
HMS:lj

F O R A C T I O N

16(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

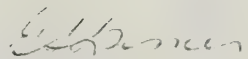
DATE: 25 May 1989
COMM FILE:
DEPT FILE: S723-44
ID#0043D

SUBJECT:

To Incorporate certain City owned lands into Brigade Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate the remainder of Block 146, Plan 62M-502 being that portion lying between the production easterly of the southern limit of Lot 51 and the production easterly of the northern limit of Lot 50, Plan 62M-502, into Brigade Drive.




G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Block 146, Plan 62M-502 and it is necessary that the remainder portion referred to above be incorporated into Brigade Drive to provide access to and from the soon to be registered Plan of Subdivision adjacent and to the west, commonly known as Wellington Chase - Phase 3.


HMS:lj

F O R A C T I O N

16cf)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 2 June 1989
COMM FILE:
DEPT FILE: S715-22
ID#0043D S610-03

SUBJECT:

To Incorporate certain City owned lands into Brigade Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 70, Plan 62M-577 into Brigade Drive.

Ted Gill

for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Block 70, Plan 62M-577 and it is necessary that this block be incorporated into Brigade Drive to provide access to and from a soon to be Registered Plan of Subdivision adjacent and to the south, commonly known as Oakdale Estates - Phase Two.

clerk
HMS:lj

M-2790-8

SCHEDULE 'A'

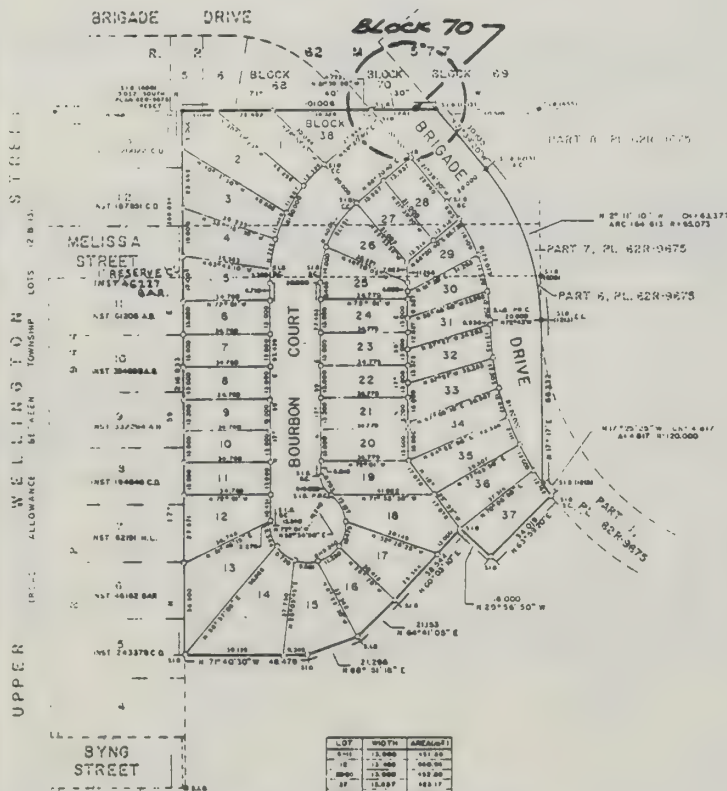
Oakdale Estates - phase two

BEING A PLAN OF SUBDIVISION
OF PART OF
LOT 12, CONCESSION 8
FORMERLY IN THE TOWNSHIP OF DARTON
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH



PLAN 62M-

CERTIFY THAT THIS PLAN 62M- IS
REGISTERED IN THE LAND REGISTRY OFFICE
FOR THE LAND TITLES DIVISION OF HENTWORTH
AT
FOR MAPS, PLANS, ETC. AND
RECORDED CONSENTS AND AFFIDAVITS ARE
REGISTERED AS PLAN DOCUMENT 62M-



APPROVED UNDER SECTION 10 OF THE
PLANNING ACT BY THE COUNCIL OF THE
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
ON MAY 1988

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN
METRES AND CAN BE CONVERTED TO FEET
BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE

I CERTIFY THAT
1. THIS MAP AND PLAN ARE TRUE AND CORRECTLY
SHOW THE LOTS, STREETS, AND OTHER FEATURES
AND DIMENSIONS AS SHOWN ON THE PLAN
2. THE DIMENSIONS AND AREAS SHOWN ON THE PLAN
ARE TRUE AND CORRECT

OWNER'S CERTIFICATE

I, THE OWNER, DO HEREBY CERTIFY THAT
1. THE LOTS, STREETS, AND OTHER FEATURES
AND DIMENSIONS SHOWN ON THE PLAN ARE
TRUE AND CORRECT
2. THE STREETS ARE OPENED UP TO THE
PUBLIC AND ARE TO BE USED AS PUBLIC HIGHWAYS

DATE OF THE DAY OF 1988

NOTE

MEASUREMENTS ARE GIVEN IN METRES AND ARE
REFERRED TO THE EASTERN HORIZONTAL
GRID PLAN OF 1983 ON A SCALE OF
1:1000

LEGEND

- 1. LOT
- 2. STREET
- 3. CURVE
- 4. BOUNDARY
- 5. EASEMENT
- 6. RIGHT-OF-WAY
- 7. FENCE
- 8. UTILITY
- 9. WATER
- 10. ROAD
- 11. RAILROAD
- 12. AIRPORT
- 13. PARK
- 14. SCHOOL
- 15. CHURCH
- 16. HOSPITAL
- 17. GOVERNMENT BUILDING
- 18. PRIVATE BUILDING
- 19. INDUSTRIAL BUILDING
- 20. OTHER BUILDING

TOTAL AREA

2,897 HECTARES
2,897.00 HECTARES
2,897.00 HECTARES

MACKEY MACDONALD & ASSOCIATES

17700 HWY. 10
SUITE 100
SCARBOROUGH, ONTARIO M1V 4Y4
TEL: (416) 291-1111

REVISED MAY 5/89

M-2790-8

F O R A C T I O N

16091

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 2 June 1989
COMM FILE:
DEPT FILE: S715-20
ID#0043D S610-03

SUBJECT:

To Incorporate certain City owned lands into Brigade Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 123, Plan 62M-516 into Brigade Drive.

for Ted Gill
 G. S. Spencer
 Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Block 123, Plan 62M-516 and it is necessary that this block be incorporated into Brigade Drive to provide access to and from a soon to be Registered Plan of Subdivision adjacent and to the south, commonly known as Oakdale Estates - Phase One.

clerk
HMS:lj

F O R A C T I O N

16cm

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 2 June 1989
COMM FILE:
DEPT FILE: S708-42
ID#0043D S610-03

SUBJECT:

To Incorporate certain City owned lands into Ruby Street.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate part of Block 90, Plan 62M-488 into Ruby Street, said part being Part 2 on Reference Plan 62R-10245.

Ted Gill

for G. S. Spencer
 Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Block 90, Plan 62M-488 and it is necessary that said Part 2, Plan 62R-10245 be incorporated into Ruby Street to provide access to and from a soon to be Registered Plan of Subdivision adjacent and to the south, commonly known as Rushdale Manor.

AMS
HMS:lj

F O R A C T I O N

16cis

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 2 June 1989
COMM FILE:
DEPT FILE: S708-42
ID#0043D

SUBJECT:

To Incorporate certain City owned lands into Rushdale Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 113, Plan 62M-528 into Rushdale Drive.

Ted Gill

fa G. S. Spencer
Commissioner of Engineering

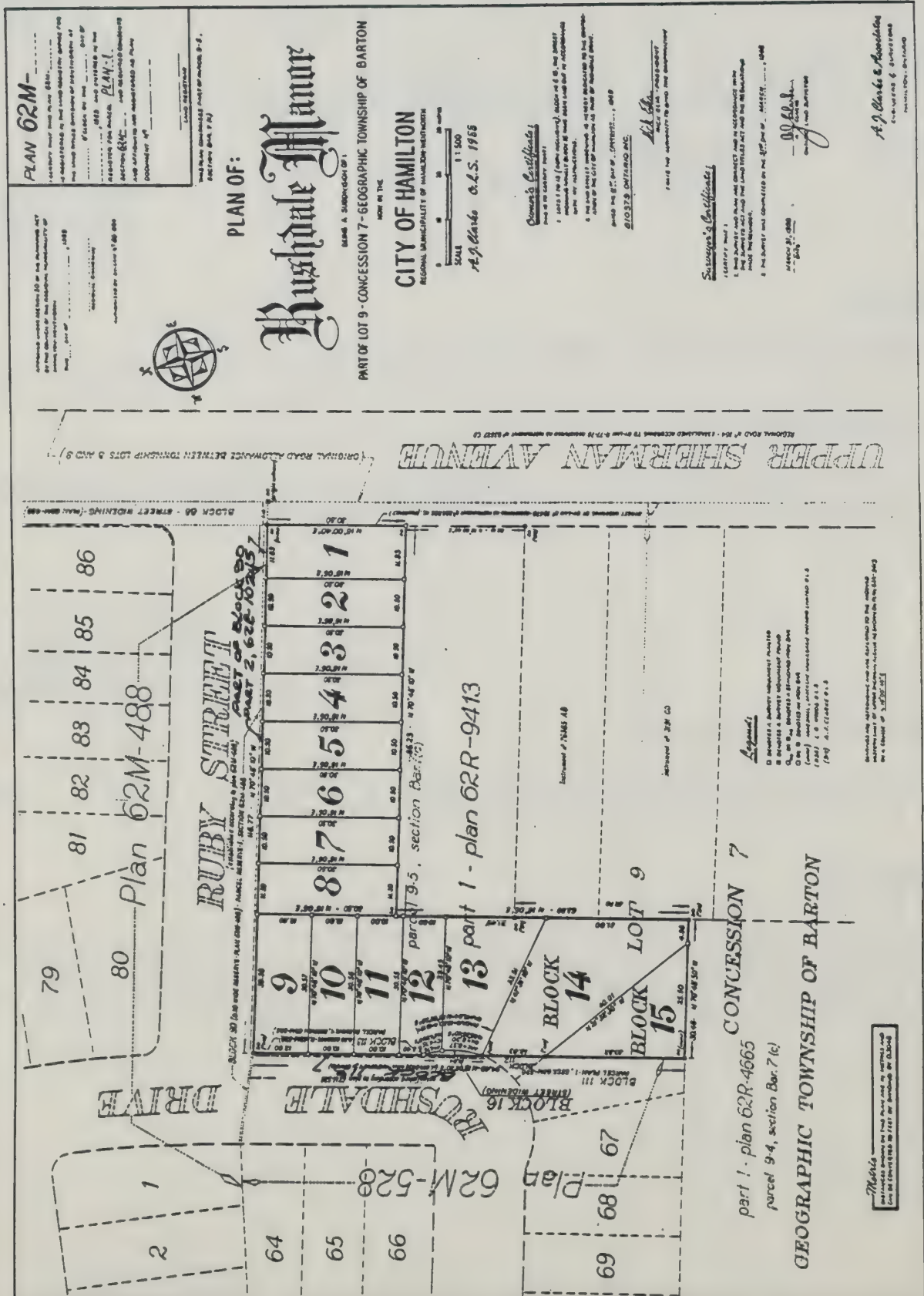
FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Block 113, Plan 62M-528 and it is necessary that this block be incorporated into Rushdale Drive to provide access to and from the soon to be registered Plan of Subdivision adjacent and to the east, commonly known as Rushdale Manor.

HMS
HMS:lj



ID#0043D(T&E)

1603

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: June 7, 1989
COMM FILE:
DEPT FILE: S720-25

SUBJECT:

To incorporate certain City lands into Templemead Drive.

RECOMMENDATION:

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Parts 3,4, and 5, Plan 62R-9557 into Templemead Drive.

Ted Gill
for G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth are covered under Subdivision Agreement.

BACKGROUND

The City of Hamilton is the owner of said Parts 3,4 and 5 mentioned above and it is necessary that they be incorporated into Templemead Drive to provide access to and from a soon to be Registered Plan of Subdivision abutting on the north and south (commonly known as Templemead No. 2 Survey - Phase 6.

opnd.
HMS:lj

ID# 1620D(23)

F O R A C T I O N

17(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: April 12, 1989
COMM FILE: 3-11.5
DEPT FILE: T103- 50(716
ID#0043D

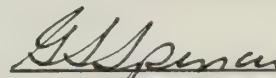
SUBJECT:

Inadvertent Encroachment Agreement
568 Beach Road

RECOMMENDATION

That the application of Bruce A. Mowat, Solicitor, on behalf of the present owner of 568 Beach Road to retain the inadvertent encroachment on Conrad Avenue consisting of a Quonset Building measuring 1.04m (3.3') x 9.14m (30.0'); an insulbrick Building measuring 1.04m (3.3') x 5.18m (17.0') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
April 12, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

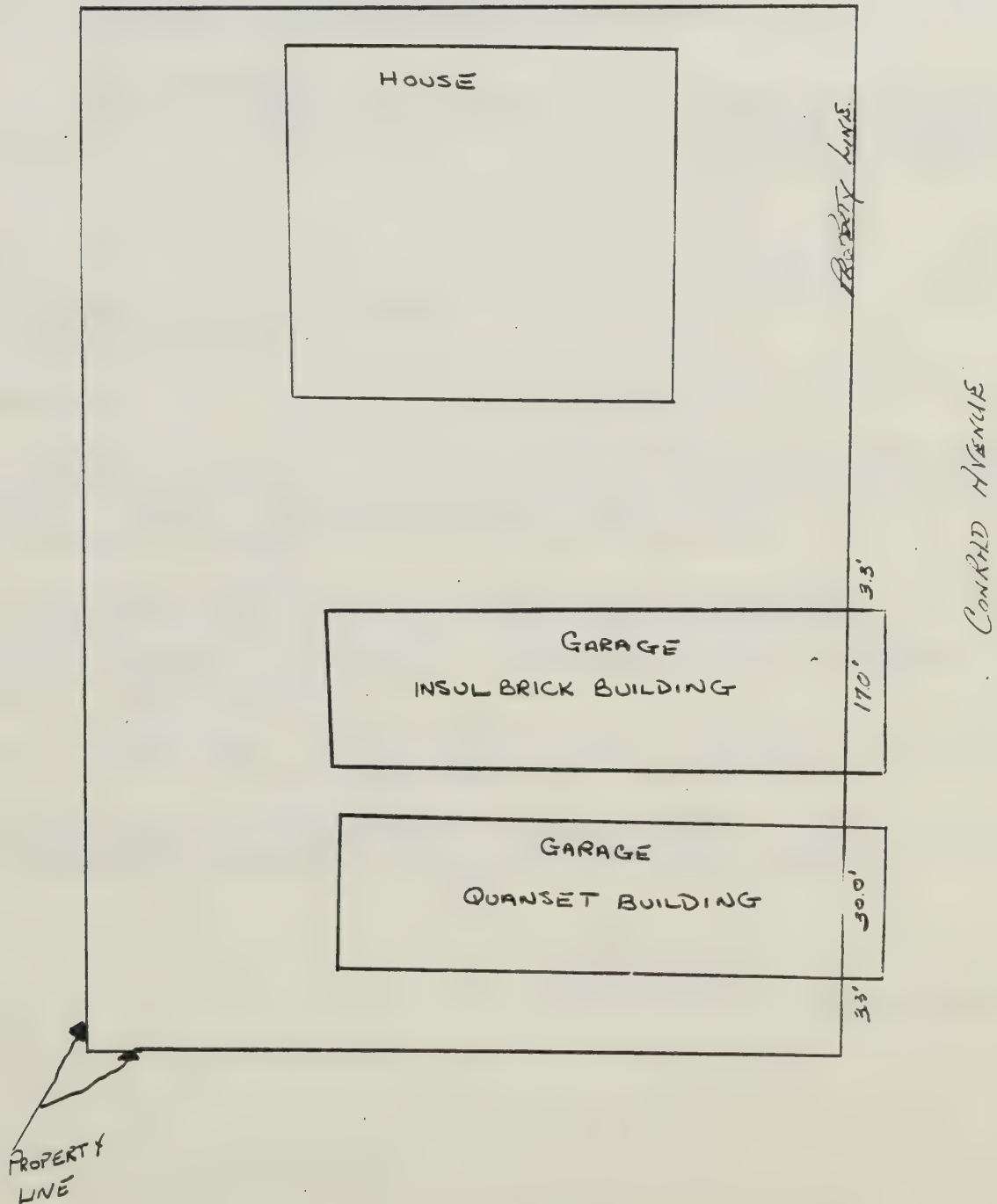
JKC:

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(7/6)

568 BEACH RD.



* NOTE : THIS IS NOT A PLAN OF SURVEY

17(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 MAY 26
COMM FILE: 3-11.5
DEPT FILE: T103-50(750)

SUBJECT:

Inadvertent Encroachment Agreement
355/357 MacNab Street North

RECOMMENDATION

That the application of Mr. Mark Alldis behalf of the present owner of 355/357 MacNab Street North, to retain the inadvertent encroachment consisting of wooden steps measuring 0.62m (2.05') x 4.88m (16') be approved during the pleasure of City Council provided:

- a) That the owner enter into an agreement satisfactory to the city Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Ted Gill
for G.S. Spencer
commissioner of Engineering

-Page 2-

May 26, 1989

Cont'd

Inadvertent Encroachment Agreement
355/357 MacNab Street North

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrances(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

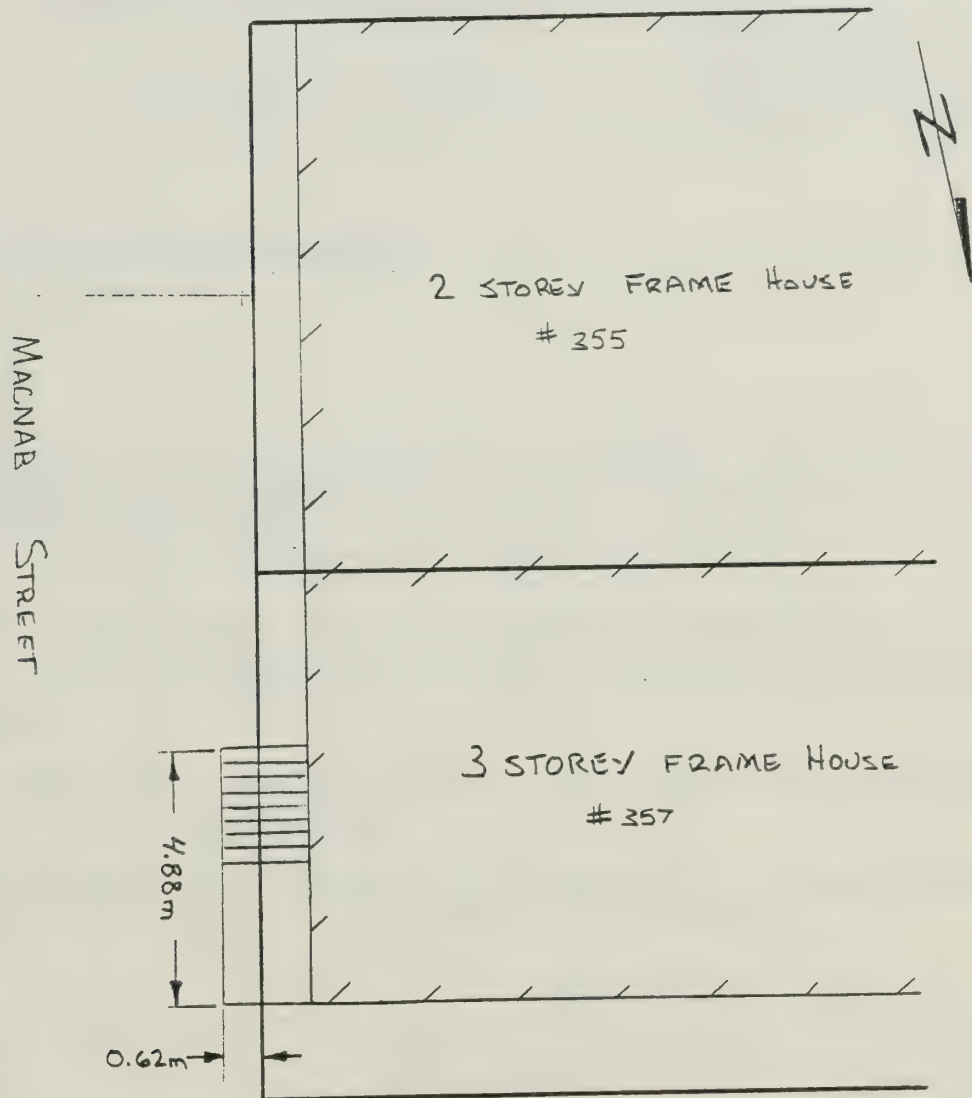
JKC:lm

cc: L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50()

355 / 357 MACNAB STREET



* NOTE : THIS IS NOT A PLAN OF SURVEY

17(c)

F O R A C T I O N

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: June 6, 1989
COMM FILE:
DEPT. FILE: T-103-50(754)
ID#0043

SUBJECT

Inadvertent Encroachment Agreement
104 Britannia Avenue

RECOMMENDATION

That the application of Diane Montour the present owner of 104 Britannia Avenue to retain the inadvertent encroachment consisting of porch and house eaves, measuring 10.36m (34') x 0.4m (1.30') and .24m (.79') x 9.14m (30') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Ted Gill

for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
June 6, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

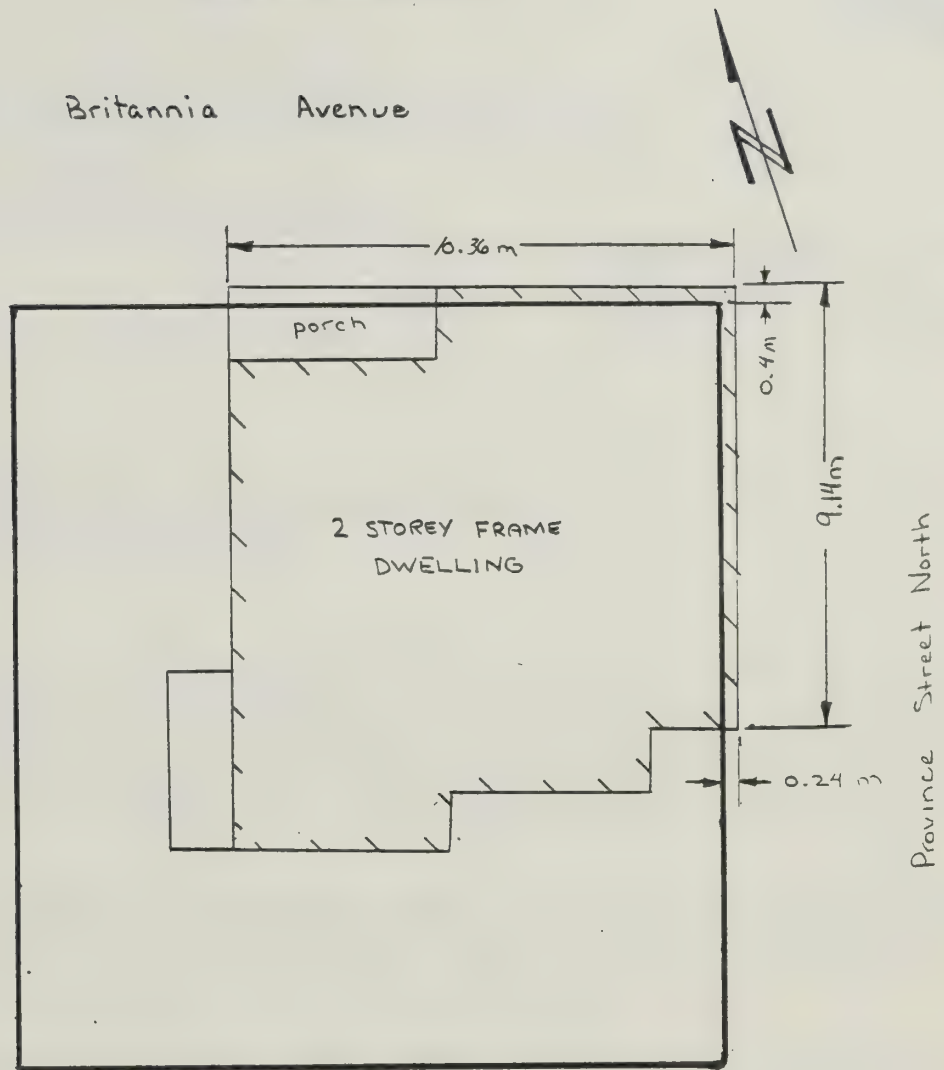
The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:fd

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"



NOTE: This is not a plan of survey

F O R A C T I O N

18.

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: June 8, 1989
COMM FILE: 3-11.6
DEPT. FILE: T-103-50(755)
ID#0043

SUBJECT

Encroachment Agreement
North Side of Beach Road West of Grenfell Street
and Discharge of Existing Agreement

RECOMMENDATION

That the application of Martin & Martin, Solicitors, on behalf of Dofasco Inc. to enter into a fence encroachment agreement for the property on the north side of Beach Road west of Grenfell Street measuring 249.58' x 6.16' and 2,108' x 11.3' and to discharge the Encroachment Agreement registered as Instrument No. 7008 CD on January 6, 1976, be approved during the pleasure of Council provided:

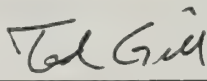
- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a 1989 fee of \$3,485.56, and subsequent annual fee of \$3,360.56 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.
- d) That the discharge is prepared to the satisfaction of the City Solicitor.
- e) That a fee of \$26.00 be charged to the applicant for registration of the discharge.

Cont'd....

-page 2-
June 6, 1989

Cont'd...

- f) That the appropriate City signing officials be authorized to execute the documents in relation to the discharge.


for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

Dofasco Inc. has applied to have an additional 6.16' of encroachment for a length of 250' along Beach Road. The 6.16' will be added to the existing encroachment of 11.3' x 2,108' which was registered as Instrument No. 7008 CD on January 6, 1976.

Dofasco requires this additional road allowance to allow for the safety of employees and large vehicles which must use this area.

The discharge of the agreement registered as Instrument No. 7008 CD will then establish the entire encroachment under one agreement.

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:fd

c.c. L. Farr, City Solicitor's Dept.

F O R A C T I O N

19.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 June 7
COMM FILE: 3-11.94
DEPT FILE: T103-23(5)
ID#0227(68)

SUBJECT

Temporary Street Closure - Mulberry Street
Religious Festival - LUSIADAS Culture and Sports Club
Sunday, June 25, 1989 (10:30 a.m. to 2:30 p.m.)

RECOMMENDATION

That the action of the Commissioner in approving the application of Antonio Rodrigues, agent on behalf of the Lusiadas Culture and Sports Club to temporarily close a portion of Mulberry Street from James Street North to the westerly limits of the Lusiadas parking lot (approximately 60') on Sunday, June 25, 1989 from 10:30 a.m. until 2:30 p.m., be approved during the pleasure of City Council, provided:

- (a) That the organizing group provide proof of \$1,000,000.00 public liability insurance naming the City and Regional Municipality of Hamilton-Wentworth as added insured parties with a provision for cross liability to save the City and Region harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss, and forward it to the Commissioner of Engineering before the event.
- (b) That clean-up will be carried out immediately following the event and at the expense of the organizing group.
- (c) That the Traffic Department be directed to post advance signing directing vehicles to the municipal parking lot on Mulberry Street.
- (d) That all barricading will be subject to the direction of the Regional Police Department, and at no cost to the City and/or Region.

Ted Gill

for G.S. Spencer
Commissioner of Engineering

Continued . . .

-page 2-
1989 June 6

Temporary Street Closure - Mulberry Street

Continued . . .

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Antonio Rodrigues, agent on behalf of the Lusiadas Culture and Sports Club, requesting permission to temporarily close a portion of Mulberry Street on Sunday, June 25, 1989 from 10:30 a.m. to 2:30 p.m. to hold a religious festival. Due to the fact that this application was not presented to your Committee in time to obtain Council Approval, the Commissioner of Engineering authorized the approval of this request to enable the event to take place. Council has allowed this event to take place for the last three years.

JJC/KWP:clc

F O R A C T I O N

20.

REPORT TO: MR. R.C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: May 15, 1989
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(6)

SUBJECT

Temporary Street Closure - Boy Scouts Parade
Saturday, May 27, 1989 from 8:30 a.m. to 11:30 a.m.

RECOMMENDATION

That the action of the Commissioner of Engineering in consenting to the application of Staff Inspector W. Ireson on behalf of the Boy Scouts of Canada to close the following City Street from 8:30 a.m. to 11:30 a.m. on Saturday May 27, 1989 in order that The Boy Scouts of Canada may hold a Parade on MacNab Street South between Main Street and King Street.

That the closure be approved during the pleasure of City Council provided:

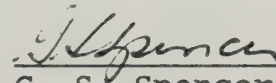
- a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

Cont'd...

Temporary Street Closure -

Con't

- d) That the applicant provide proof of \$1,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event;
- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Staff Inspector W. Ireson, agent on behalf of the Boy Scouts of Canada, to hold a parade on Saturday, May 27, 1989 from 8:30 a.m. to 11:30 a.m.

Due to the fact that the application was presented to this department with insufficient time to obtain prior Council approval, the Commissioner of Engineering authorized the approval of this request.

JKC:md

cc: Staff Sgt. G. Williams, Regional Police Department
cc: J.G. Pavelka, Director of Public Works
cc: M.F. Main, Director of Traffic Services

F O R A C T I O N

21.

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: June 9, 1989
COMM FILE:
DEPT. FILE: E308-02C
ID#0043

SUBJECT

Sanexen International Inc. Decontamination
of PCB Contaminated Transformer Oil

RECOMMENDATION

That the local Approvals Branch of the Ministry of the Environment be informed that:

- a) The City of Hamilton has no objection to Sanexen International carrying out the decontamination of low PCB level contaminated oil for Stelco at their properties at 386 Wilcox Street and 799 Parkdale Avenue North.
- b) No specific City of Hamilton or Region of Hamilton-Wentworth permits are required for the work.
- c) That if provision has not been made by the Ministry of the Environment to advise the area residents of the proposed work that Sanexen International will be expected to undertake the necessary notifications.
- d) That the necessary notification period be waived so that the proposed work can be carried out on schedule.

Ted Giv

for G.S. Spencer
Commissioner of Engineering

Cont'd...

Sanexen International Inc. Decontamination
of PCB Contaminated Transformer Oil

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Stelco have 17,370 gallons of transformer insulating oil which is contaminated with PCB levels ranging from 54 ppm to 688 ppm. this oil can be dechlorinated chemically and be placed back in service safely. The transformers containing the oil may therefore be used again. This process has been proven to be effective for contaminations in the range noted.

This process has been performed in the Region before by this company and by other companies without mishap. The processing will be carried out completely on Stelco property. Waste material will be deposited at a waste disposal site outside the Region.

We have examined the detailed plans and do not feel that there is anything unusual about the operation. The City will have to waive the customary 30 day notice period to allow the work to proceed on schedule.

RJP:sw



Ministry
of the
Environment

Ministère
de
l'Environnement

Val

West
Central
Region

Région
du
Centre-Ouest

June 5, 1989

E. A. Simpson
Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

FILE NO.	
LETTER NO. 89-3319	
JUN 07 1989	
ENG. PLAN	
ENG. OPE	
ENG. SERV	
REG. SURV.	
ADMIN.	

119 King St W
12th Floor - Box 2112
Hamilton Ontario
L8N 3Z9
416/521-7640

119 ouest, rue King
12e étage - Casier 2112
Hamilton (Ontario)
L8N 3Z9
416/521-7640

Dear Mr. Simpson:

RE: Sanexan Decontamination of PCBs for Stelco Steel

The West Central Regional Office of the Ministry of the Environment has received an application from Sanexan International Inc. for a Certificate of Approval for a Class 2 Mobile Destruction Site. A summary of the application and Contingency Plan were sent to you by Lori Pezdirc, Sanexan International Inc.

In order to process the application, I require a letter from the City indicating all required local permits have been obtained.

Under Regulation 148/86, the Ministry is required to notify the Municipality of issuance of the Certificate of Approval a minimum of 30 days prior to the date for which operations at the site have been authorized to commence.

The locations are/is as follows:

386 Wilcox Street, Hamilton, Ontario

The company intends to commence the project on July 10, 1989. You may waive the 30 day notification period if you consider this letter adequate notice.

Please confirm in writing Sanexan's International Inc. compliance with municipal requirements and should you decide, confirmation of waiving the 30 day notification by June 20, 1989.

Yours truly,

A. Braithwaite
Approvals Officer
Approvals and Waste Management Unit
West Central Region



SANEXEN
INTERNATIONAL (1988) INC.

SANIVAN GROUP

THE LEADER IN ENVIRONMENTAL SOLUTIONS

City of Hamilton
71 Main St. West
Hamilton, Ontario
L8N 3T4

May 19, 1989

Attention: Mr. E. A. Simpson
Clerk

**RE: PCB CHEMICAL DESTRUCTION AT STELCO STEEL, HAMILTON, ONTARIO - CLASS
2 & 3 SITE
OUR REFERENCE: 20006**

Dear Mr. Simpson:

As per requirement under Ontario Regulation 148/86 Section 9(4) concerning Mobile PCB destruction facilities, the local Municipal Clerk and the Medical Officer of Health must be notified that an application for the issuance of a Certificate of Approval for the operation of the Mobile PCB destruction facility will be submitted to the Ministry of the Environment.

- A) The assembly and operation of the destruction facility will commence Monday, July 10, 1989 pending approval from the Ministry of the Environment.
- B) Nineteen of the transformers as well as the bulk oil are located at 7 different sites within the Hilton Works plant - 386 Wilcox St. The last transformer is located at the bar processing plant - 799 Parkdale Ave. North.
- C) In total, 17,370 gallons of mineral oil will be decontaminated with concentration levels ranging from 54 ppm PCB to 688 ppm PCB.
- D) The estimated duration of the operation will be two months. The tentative date of completion is September 10, 1989.

Pg. 2

City of Hamilton

E) The schedule of operation is as follows:

- Mobilize on the first site at 7:00 a.m. on the morning of July 10, 1989.
- Start treating oil by noon and run through to 11:00 p.m. that evening.
- Continue processing the next day within the same 16 hours, until decontamination is complete.
- Move to the next site and repeat.

If there are any permits that must be obtained in accordance with Municipal Bylaws, please notify us so that we can submit the required information as soon as possible. The Ministry of the Environment does request written confirmation from you:

- 1) that you acknowledge and agree to the decontamination process in the City of Hamilton.
- 2) that we are within any Municipal Bylaws.
- 3) of the zoning for the above specified site location.

SANEXEN INTERNATIONAL (1988) INC. would also like a copy of that letter for our files.

We will be available within one week's notice at your request to speak at a public information meeting if necessary.

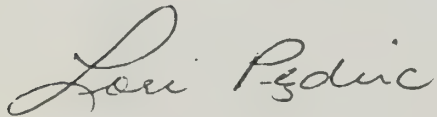
Pg. 3

City of Hamilton

If you have any questions please contact us at (416) 681-3366.

Yours truly,

SANEXEN INTERNATIONAL (1988) INC.

A handwritten signature in cursive script, reading "Lori Pezdirc". The signature is written in dark ink and is positioned above the printed name.

Lori Pezdirc

Government Affairs Co-ordinator.

lp|ns

F O R A C T I O N

22(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 May 16
COMM FILE: 3-11.4
DEPT FILE: S702-39
 T103-03 (258)
ID#0227(15)

SUBJECT

Plan of Subdivision for "BAR-BROCK ESTATES - PHASES 1 and 2", Hamilton, located east of Eleanor Avenue and north of Rymal Road in the Eleanor Neighbourhood, Hamilton.

RECOMMENDATION

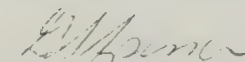
- (i) That the submitted schedules for the estimated cost of services in "BAR-BROCK ESTATES - PHASES 1 and 2", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Eleanor Avenue and north of Rymal Road in the Eleanor Neighbourhood. The total estimated cost of services for this development is \$423,404.95.
- (ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Queensdale Homes Ltd. (Frank Silvestri, President).
- (iii) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (v) That the City's share of the cost of services for the development (\$145,472.19) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (vi) That the City Solicitor be directed to prepare a By-Law for the stopping up and closing of the Eleanor Avenue road allowance, from Rymal Road to the southerly limit of Alma Avenue.

Continued . . .

"BAR-BROCK ESTATES - PHASES 1 and 2", Hamilton

Continued . . .

- (vii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-Law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;
- (viii) That the Regional Surveyor be directed to prepare and register a Reference Plan indicating the lands on Eleanor Avenue which are to be closed.
- (ix) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and,
- (x) That the City Solicitor make application to the Ministry of Housing under Section 443(8) of The Municipal Act for approval of the By-Law.
- (xi) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Block "67" on Plan 62M-556, as part of the Presidio Drive road allowance. The said By-Law is to be registered following the registration of the Final Plan for Bar-Brock Estates - Phase 1.
- (xii) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Part 7, on Plan 62R-7802, as part of the Eva Street road allowance. The said By-Law is to be registered following the registration of the Final Plan for Bar-Brock Estates - Phase 2.
- (xiii) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Parcel "B" on Registered Plan No. 1007, as part of the Alma Avenue road allowance. The said By-Law is to be registered following the registration of the Final Plan for Bar-Brock Estates - Phase 2.



G.S. Spencer
Commissioner of Engineering

Continued . . .

"BAR-BROCK ESTATES - PHASES 1 and 2", Hamilton

Continued . . .

FINANCIAL CONSIDERATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in Bar-Brock Estates - Phase 1 and Phase 2 is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Catchbasins and Connections	\$ 15,120.00
Curbs and Sidewalks	\$ 30,290.63
Final Roads	\$ 85,989.37
Remove Existing Pavement	\$ 5,512.50
Dead End Barricades	\$ 2,640.93
Fencing	\$ 890.16
Top Soil and Sodding	\$ 2,028.60
Street Lighting	\$ 3,000.00
TOTAL	\$145,472.19

A portion of the estimated City's share (\$18,804.00) is associated with extra depth asphalt, an additional amount (\$9,301.60) is associated with the closing of a portion of Eleanor Avenue and \$890.00 is associated with a fence to be installed adjacent to a City owned park. All of these costs are not recoverable in the future.

The remaining portion of the City share (\$116,476.59) is associated with 0.3 metre reserves and will be recoverable in the future when the abutting lands are developed.

The cost of the Subdivider's share of City services is estimated to be \$277,932.75.

BACKGROUND

Clause 16(b) of the Sixth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on March 29, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Queensdale Homes Ltd.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by William L. Sears and Associates Limited and Mackay, Mackay and Peters Limited, O.L.S., respectively have been submitted to Regional Engineering for approval.

Continued . . .

"BAR-BROCK ESTATES - PHASES 1 and 2", Hamilton

Continued . . .

Development of Phase 1 will create fourteen (14) lots for single family residential use. Phase 2 will create sixteen (16) lots for single family residential use. Provisions are also being provided to service an additional nine (9) lots for single family residential use when the lands along Eaglewood Drive are developed in the future.

For the Committees information, Eva Street between Rymal Road and Alma Avenue, and Alma Avenue between Eva Street and Eleanor Avenue are being constructed in conjunction with these subdivisions. These two streets are being established to comply with the approved Eleanor neighbourhood plan.

The approved neighbourhood plan also indicates that Eleanor Avenue, between Rymal Road and Alma Avenue, is to be permanently closed. The appropriate recommendations for stopping up and closing the noted portion of Eleanor Avenue are being provided for in the approval of these subdivisions.

Also, there are three (3) 0.3 metre reserves which are required to be incorporated into their respective road allowances to provide access to these two phases of development. The reserves are known as:

- 1) Block "67", Plan 62M-556 - to be incorporated into Presidio Drive. (Bar-Brock Estates - Phase 1);
- 2) Part 7, Plan 62R-7802 - to be incorporated into Eva Street (Bar-Brock Estates - Phase 2); and,
- 3) Parcel "B", Registered Plan No. 1007 - to be incorporated into Alma Avenue (Bar-Brock Estates - Phase 2).

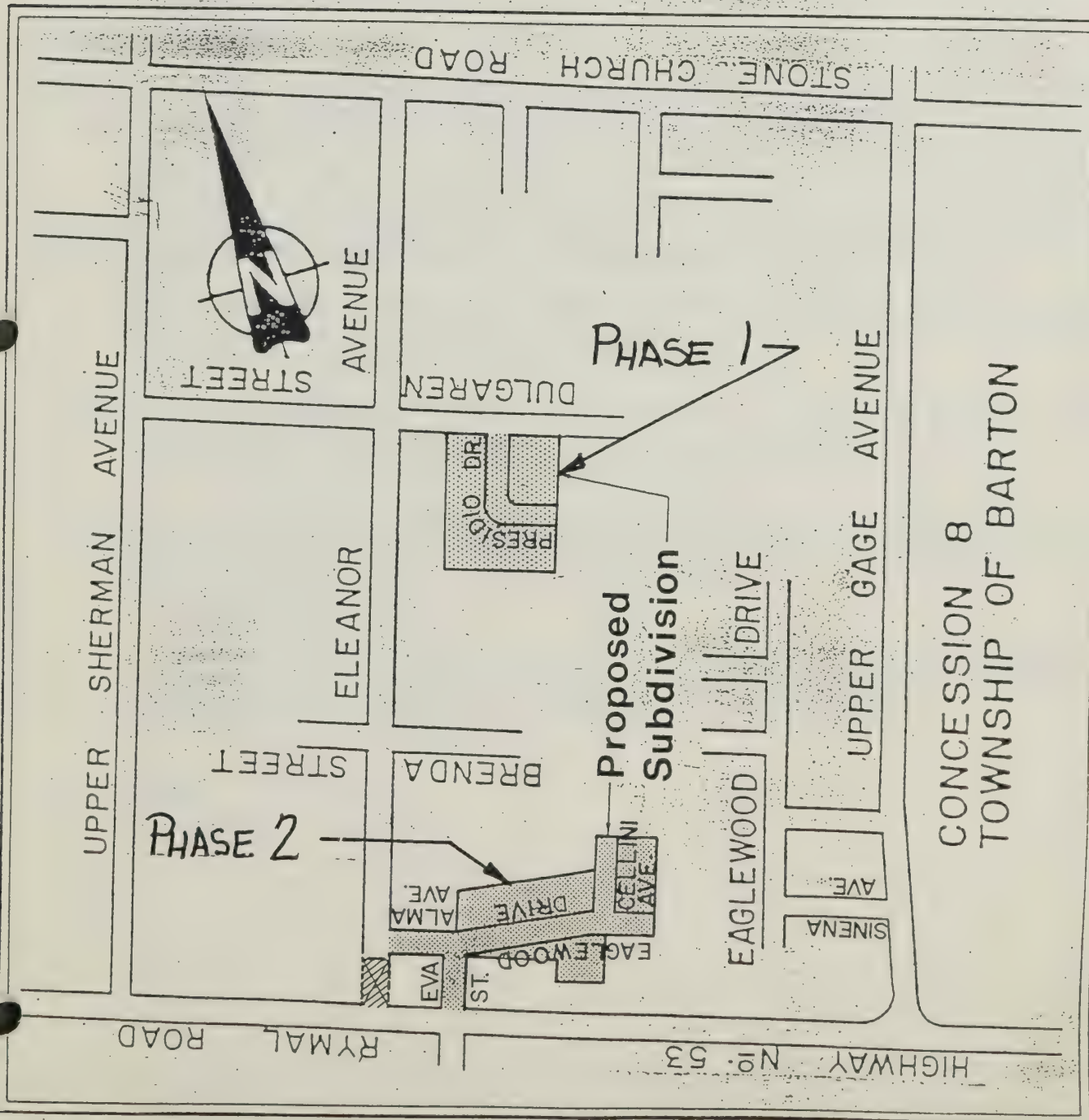
DVC:clc

encl.

cc: J. Schatz, Secretary, Co-ordinating Committee
E.C. Matthews, City Treasurer, Att: B. Hotrum
M.A. Chidley, Regional Surveyor
K.A. Rouff, City Solicitor

BAR-BROCK ESTATES

PHASE 1 AND PHASE 2



F O R A C T I O N

22cw

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989, May 12
COMM FILE: 3-11.4
DEPT FILE: S718-28
ID#0227(21)

SUBJECT

Plan of Subdivision for "Rexford Heights - Phase 2", Hamilton, located east of Upper Sherman Avenue and South of the proposed East-West Freeway in the Randall Neighbourhood.

RECOMMENDATION


- i) That the submitted schedules for the estimated cost of services in "Rexford Heights - Phase 2", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Sherman Avenue and south of the proposed East-West Freeway in the Randall Neighbourhood. The total estimated cost of services for this development is \$218,032.81.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Symroy Corporation Limited.
- iii) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- v) That the City's share of the cost of services for the development (\$56,557.00) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

Continued . . .

Plan of Subdivision for "Rexford Heights - Phase 2", Hamilton

Continued . . .

- vi) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to:
- (a) incorporate the 0.3m reserve, Block 34, on Plan 62M-478, into the Rexford Drive road allowance after the Plan of Subdivision for "Rexford Heights - Phase 2" has been registered,
 - (b) incorporate the 0.3m reserves, Blocks 16 and 17 on Plan 62M-455, into the Rexford Drive road allowance, after the Plan of Subdivision for "Rexford Heights - Phase 2" has been registered,
 - (c) incorporate the 0.3m reserves, Blocks 18 and 19, on Plan 62M-455, into the Robson Crescent road allowance after the Plan of Subdivision for "Rexford Heights - Phase 2" has been registered.
- vii) The City Subdivision Agreement includes the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-Law and Council policy.


G.S. Spencer
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Rexford Heights - Phase 2" is as follows:

<u>TYPES OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Curbs and Sidewalks	\$ 8,136.00
Final Roadways	20,046.00
Catchbasins and Connections	4,746.00
Sewers	13,396.00
Watermains	7,582.00
Street Lighting	1,500.00
Seeding	<u>1,151.00</u>
TOTAL	\$56,557.00

Continued

Plan of Subdivision for "Rexford Heights - Phase 2", Hamilton

Continued . . .

A portion of the City's share of the service costs (\$45,817.00) are associated with City parklands along the north side of Rexford Drive and along the south side of Robson Crescent. These costs are not recoverable in the future. The remaining portion of the City share (\$10,740.00) is recoverable from the Separate School Board, as the Board owns lands which abut the south side of Robson Crescent.

The estimated Subdividers share of the cost of services is \$161.475.81.

BACKGROUND

Clause 19(b) of the Thirty-third report of the Planning and Development Committee, and adopted by City Council at its meeting held on December 13, 1977 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Symroy Corporation Limited.

Copies of the Engineer's estimates for the cost services, Schedules "E", "F", "F1", and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of twenty-nine (29) lots for residential use. One (1) additional block of land is to be transferred to the City of Hamilton for parks and open space purposes.

For the information of the Committee, there are five (5) 0.3 metre reserves abutting this development which are required to be incorporated into the road allowances of Rexford Drive and Robson Crescent, in conjunction with the registration of this plan. These reserves are as follows:

- a) Blocks 18 and 19, Plan 62M-455; to be incorporated into the Robson Crescent road allowance,
- b) Blocks 16 and 17, Plan 62M-455; to be incorporated into the Rexford Drive road allowance,
- c) Block 34, Plan 62M-478; to be incorporated into the Rexford Drive road allowance.

It is being recommended that these 0.3m reserves be incorporated into the respective road allowances immediately following the registration of the plan for "Rexford Heights - Phase 2".

Continued . . .

-page 4-

Plan of Subdivision "Rexford Heights - Phase 2", Hamilton

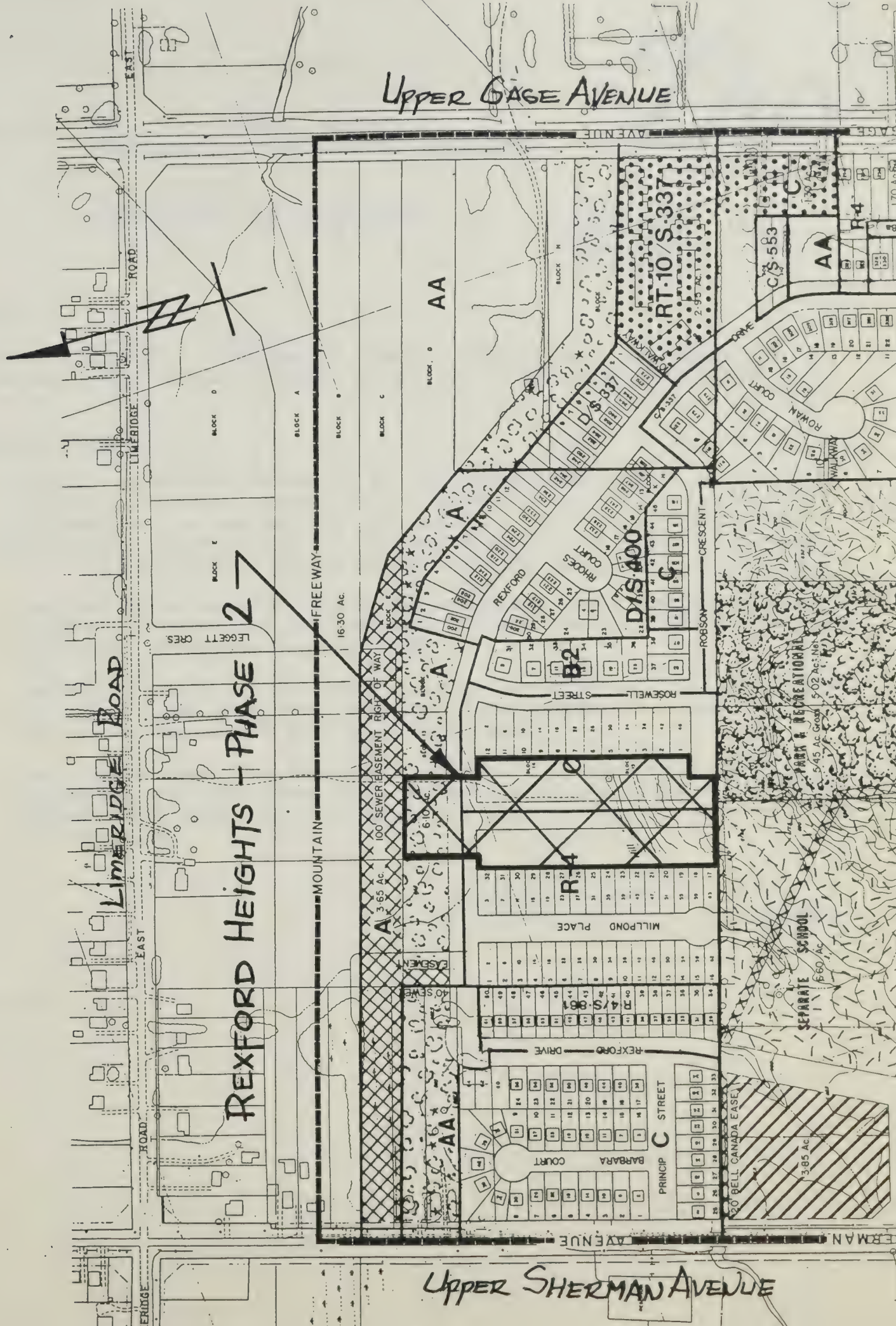
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Also, a portion of these lands (Lots 1 to 17 inclusive) are included in an "R4" Zoning District which permits the Developer to construct "Zero Lot Line" style dwellings. Maintenance Easements should be established under these situations.

The City's Solicitor's Office has requested that Council be notified when Maintenance Easements are required within a plan of subdivision. Staff have also requested a resolution be adopted which would make the necessary provisions in the City subdivision agreement, to have the Maintenance Easements established by the Developer.

 DVC:clc

cc: J. Schatz, Secretary, Co-ordinating Committee
E.C. Matthews, City Treasurer, Att: B. Hotrum
M.A. Chidley, Regional Surveyor
K.A. Rouff, City Solicitor



REXFORD HEIGHTS - PHASE 2

UPPER GAGE AVENUE

UPPER SHERMAN AVENUE

LIMERIDGE ROAD

FREIGHTWAY

SEPARATE SCHOOL

PARK & RECREATIONAL

RT.10 / S.337

DIS 400

MILLPOND PLACE

REXFORD DRIVE

ROSEWELL STREET

RHODES COURT

REXFORD COURT

WALKWAY

ROMAN COURT

UPPER GAGE AVENUE

UPPER SHERMAN AVENUE

LEGGITT CRES

LIMERIDGE ROAD

EAST

EAST

PRINCIPAL STREET

BARBARA COURT

REXFORD DRIVE

MILLPOND PLACE

ROSEWELL STREET

RHODES COURT

REXFORD COURT

WALKWAY

ROMAN COURT

UPPER GAGE AVENUE

UPPER SHERMAN AVENUE

FOR ACTION

22cc

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

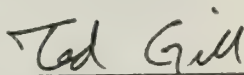
DATE: 1989 June 5
COMM FILE: 3-11.4
DEPT FILE: S702-42
ID#0227(15)

SUBJECT

Plan of Subdivision "Bartonville Court", located east of Kenilworth Avenue and north of King Street, in the Bartonville Neighbourhood, Hamilton.

RECOMMENDATION

- i) That the submitted schedules for the estimated cost of services in "Bartonville Court", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement. These lands are located east of Kenilworth Avenue and north of King Street in the Bartonville Neighbourhood.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Miraletto Holdings Ltd.
- iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- v) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.


G.S. Spencer
Commissioner of Engineering

Continued . . .

-page 2-

Plan of Subdivision - "Bartonville Court"

Continued . . .

FINANCIAL IMPLICATIONS

The Subdivider will be paying 100% of the cost of the services to be installed at an estimated cost of \$91,203.89.

BACKGROUND

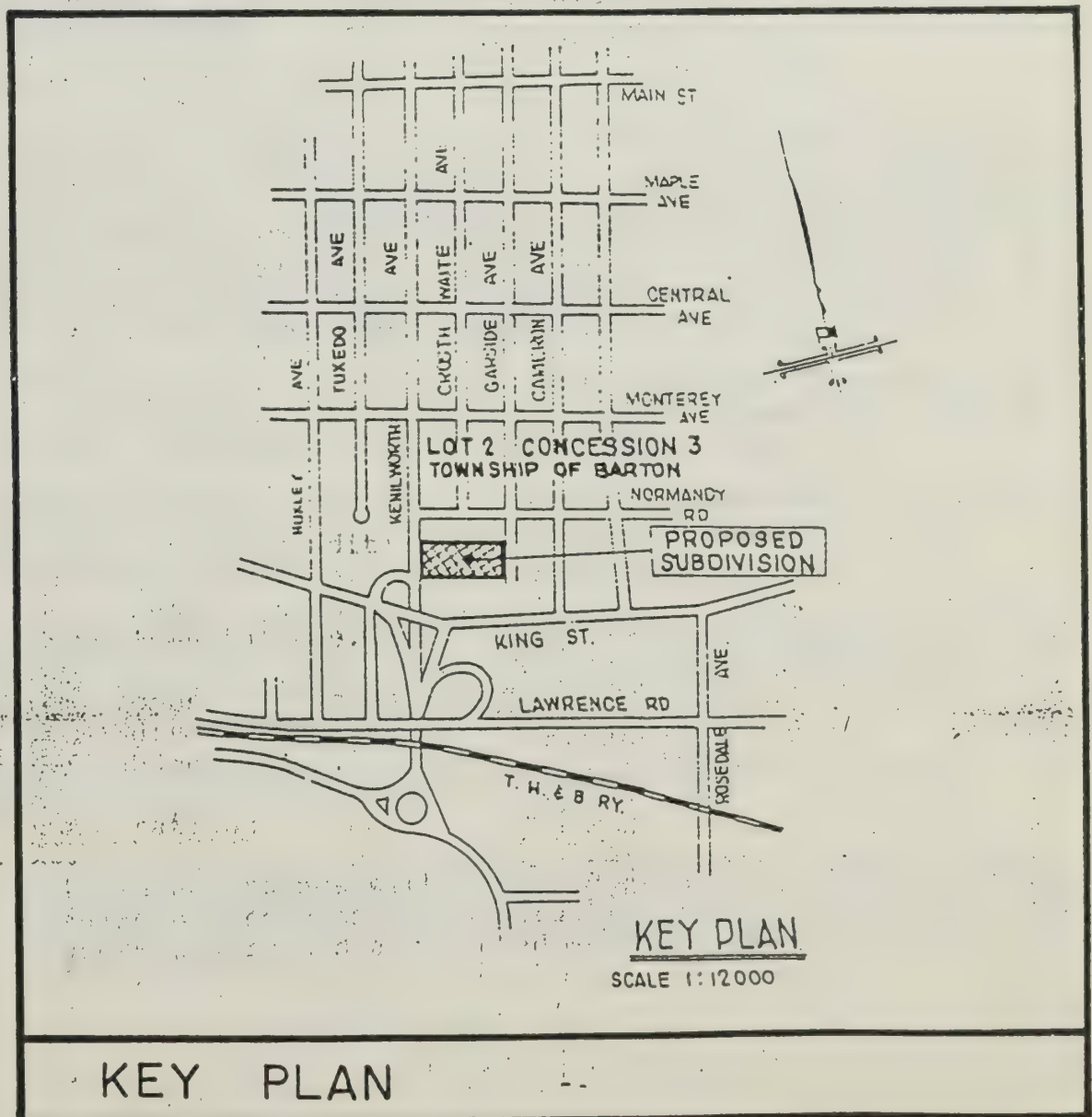
Clause 8(b) of the Twenty-first Report of the Planning and Development Committee, as adopted by City Council at its meeting held on October 10, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Miraletto Holdings Ltd.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by Urbex Management Limited and J. David Peters, O.L.S. respectively, have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of the sixteen (16) lots for single family residential use.

 DVC:clc

"BARTONVILLE COURT", HAMILTON



F O R A C T I O N

22cd

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989, June 12
COMM FILE: 3-11.4
DEPT FILE: S720-26
ID#1561D(23)

SUBJECT

Plan of Subdivision for "Templemead No. 2 Survey - Phase 7", Hamilton, located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood.

RECOMMENDATION

- i) That the submitted schedules for the estimated cost of services in "Templemead No. 2 Survey - Phase 7", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood. The total estimated cost of services for this development is \$272,445.25.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Toscani Development Ltd.
- iii) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- v) That the City Solicitor be authorized and directed to prepare the necessary By-Laws(s) to:
 - (a) incorporate the 0.3m reserve, Block 44, on Plan 62M-560, into the Independence Drive road allowance after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered,

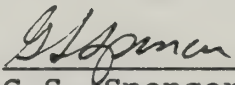
Cont'd....

-page 2-

Plan of Subdivision for "Templemead No. 2 Survey - Phase 7"

Cont'd....

- (b) incorporate the 0.3m reserve, Block 26 on Plan 62M-539, into the Ironwood Crescent road allowance, after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered,
 - (c) Incorporate that portion of Block 43, Plan 62M-560 which abuts the frontage of Lot 30, Templemead No. 2 Survey - Phase 7, into the Independence Drive road allowance after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered.
 - (d) Incorporate that portion of Part 2, Plan 62R-9557, which extends from the north limit of the flankage of Lot 17 to the south limit of the flankage of Lot 16, including that portion which abuts the westerly end of Independence Drive, into the Mount Pleasant Drive road allowance after the Plan of Subdivision for "Templemead No. 2 Survey - Phase 7" has been registered.
- vi) That the City Subdivision Agreement include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-Law and Council policy.


G.S. Spencer
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

The Subdivider is to pay the total cost of the municipal services to be installed for this development. The estimated cost for services is \$272,445.25.

BACKGROUND

Clause 3(b) of the Twenty-first report of the Planning and Development Committee, as adopted by City Council at its meeting held on June 10, 1980 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Toscani Development Ltd.

Cont'd...

-page 3-

Plan of Subdivision for "Templemead No. 2 Survey - Phase 7"

Cont'd...

Copies of the Engineer's estimates for the cost services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of forty-two (42) lots for residential use.

For the information of the Committee, there are four (4) 0.3 metre reserves abutting this development which are required to be incorporated into the road allowance of Independence Drive, Ironwood Crescent and Mount Pleasant Drive in conjunction with the registration of this plan. These reserves are as follows:

- a) Block 26, Plan 62M-539; to be incorporated into the Ironwood Crescent road allowance,
- b) Block 44, Plan 62M-560; to be incorporated into the Independence Drive road allowance,
- c) That portion of Block 43, Plan 62M-560 which abuts the frontage of Lot 30, is to be incorporated into the Independence Drive road allowance.
- d) That portion of Part 2, Plan 62R-9557 extending from the north limit of the flankage of Lot 17 to the south limit of the flankage of Lot 16, is to be incorporated into the Mount Pleasant Drive road allowance.

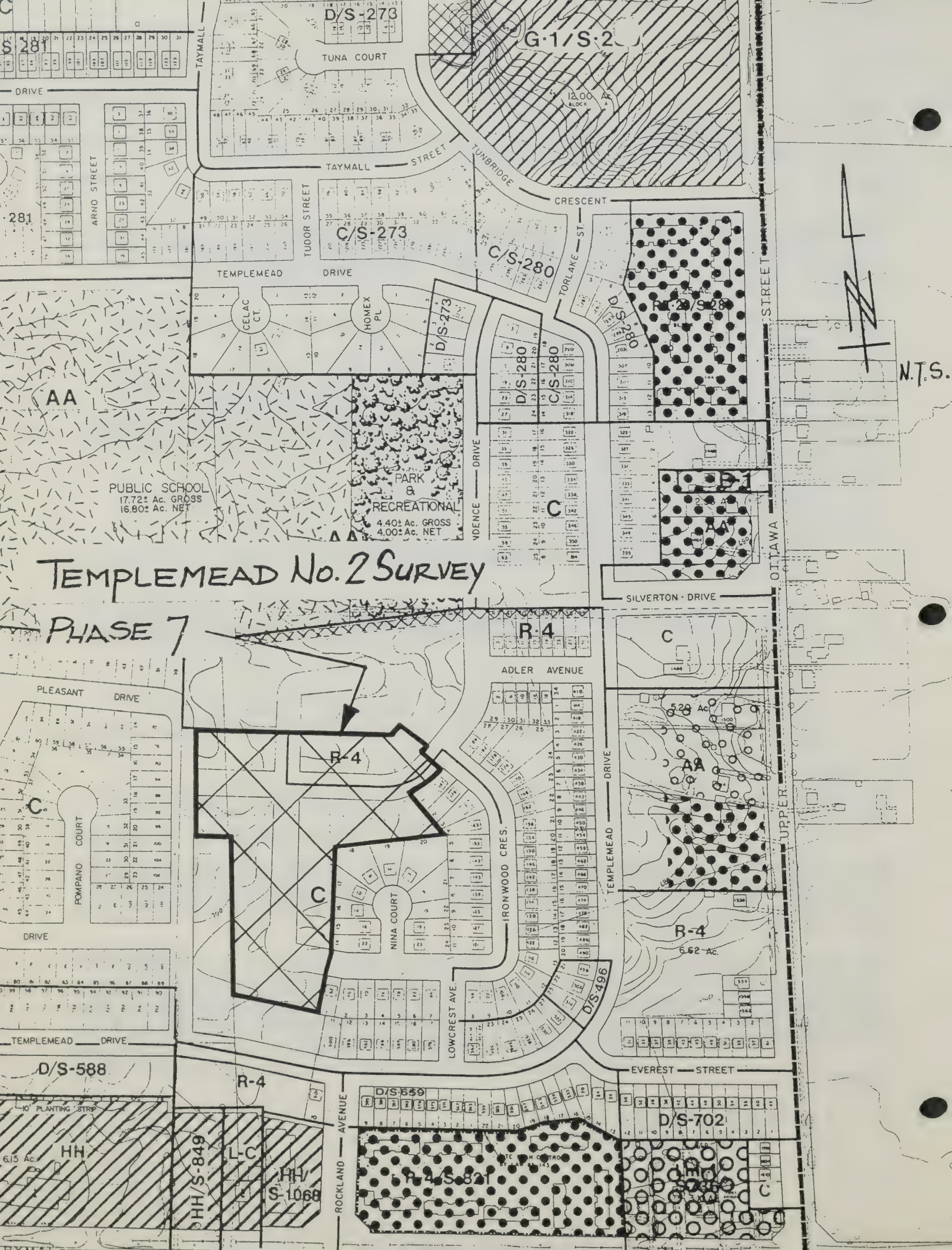
It is being recommended that these 0.3m reserves be incorporated into the respective road allowance immediately following the registration of the plan for "Templemead No.2 Survey - Phase 7".

Also, a portion of these lands (Lots 22 to 30 inclusive) are included in an "R4" Zoning District which permits the Developer to construct "Zero Lot Line" style dwellings. Maintenance Easements should be established under these situations.

The City's Solicitor's office has requested that Council be notified when Maintenance Easements are required with a plan of subdivision. Staff have also requested a resolution be adopted which would make the necessary provisions in the City subdivision agreement, to have the Maintenance Easements established by the Developer.

DVC/md

cc: K.A. Rouff, City Solicitor
M.A. Chidley, Regional Surveyor



23.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: JUNE 8, 1989
COMM.FILE:
DEPT.FILE: E308-02C
ID#0245

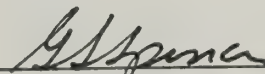
SUBJECT

Philip Enterprises Inc. Application for a
Certificate of Approval for a Waste Disposal Site

RECOMMENDATION

- a) The Ministry of the Environment be informed that the City of Hamilton does not object to Philip Enterprises Inc. request for an amendment to their certificate of approval for receiving and processing various wastes which may originate from outside our Regional boundaries, provided that their facilities comply fully with all applicable Ministry of the Environment, City of Hamilton and Regional regulations.

- b) The Ministry be informed that the City of Hamilton does not believe that a hearing is necessary to assess the Philip Enterprises application to amend their existing Certificate of Approval.



G. S. Spencer

Commissioner of Engineering

Cont'd...

PHILIP ENTERPRISES APPLICATION FOR A CERTIFICATE
OF APPROVAL FOR A WASTE DISPOSAL SITE

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Philip Enterprises Inc., a local industrial waste management company, has its receiving and processing sites located in an industrial part of the City of Hamilton in the general vicinity of Burlington Street and Sherman Avenue.

The company currently operates under a Ministry of the Environment Certificate of Approval (C. of A.) which limits its operational jurisdiction to specific areas of the Province. Their application, the subject of this report, requests the Ministry to amend their existing C of A to permit them to expand their service area to all of Ontario.

Philip Enterprises Inc. is one of a few companies in the Province licenced to accept and process a variety of semi-hazardous wastes such as those generated by our local industry. Demands for the service offered by Philip Enterprises have reached beyond the geographical limits permitted by their existing certificate. In order to satisfy the disposal needs of clients outside the limits of their certificate they require modification of their C of A.

It should be noted that the disposal services provided by the applicant, which are widely used by local industry, are not offered by our Regional Solid Waste Management System.

VT:cr

24.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

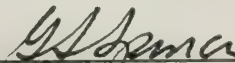
DATE: JUNE 12, 1989
COMM FILE:
DEPT FILE: E308-02F
ID#0245

SUBJECT:

Philip Enterprises Inc. Application for a Certificate of Approval to carry out Household Hazardous Waste Disposal Programmes.

RECOMMENDATIONS:

- a) The Ministry of the Environment be informed that the City of Hamilton supports the application by Philip Enterprises Inc. for a Certificate of Approval to operate a Household Hazardous Waste Disposal facility on behalf of the Region, at their 237 Brant Street Site in Hamilton, provided that Philip Enterprises Inc. complies with all the regulations normally associated with household hazardous waste disposal activities.
- b) That the City of Hamilton does not require a hearing if the approval is granted for a temporary facility. However, if Philip Enterprises Inc. applies for a permanent facility, the City of Hamilton would wish to review their proposal in greater detail, including assessment of a need for a hearing.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS:

N/A

Cont'd...

TRANSPORT AND ENVIRONMENT COMMITTEE

Cont'd...

BACKGROUND:

Regional Council directed staff to arrange for a spring time Household Hazardous Waste Disposal Programme to permit regional householders to dispose of various types of household wastes, which if disposed of improperly could cause harm to sanitation workers, or the environment.

Included in the acceptable waste category for the programme are wastes such as paints, solvents, old pharmaceuticals, motor oils, pesticides, herbicides and many other chemicals normally used in household applications.

In the past three years the Region has hosted these programmes at its own Transfer Station facilities, usually in the fall. Due to the increased demand for this service the programme for 1989 was increased to include a spring session.

In order for the Region to provide this newly added programme in July, the most practical and expeditious option is to schedule the programmes to be held at the applicant's facility on Brant Street in Hamilton. It should be noted that Philip Enterprises Inc. were the Region's 1988 Hazardous Waste Contractor, and the forthcoming July programme is being considered as an extension of their 1988 contract.

The exact dates for the July programme have not yet been finalized. Tentatively we are proposing a programme schedule for three consecutive Saturdays starting with Saturday, July 8, 1989.

VT:cr

25.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
COMMISSIONER OF ENGINEERING


DATE: 1989 JUNE 8
COMM FILE: 3-11.2
DEPT FILE: T102-02
ID#0245

SUBJECT:

Request for visual barrier, Strawberry Drive at the Alpine Hotel.

RECOMMENDATION:

That no action be taken on the request to install a visual barrier on the south side of Strawberry Drive from Lake Avenue to approximately 70m easterly.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The estimate of cost to construct a 2.0m high wolmanized lumber fence and guide rail is \$9,250.00, and the estimate of cost to install a 2.0m high masonry wall is \$30,000.00.

There are no funds available in the Current Budget to undertake this work. Council has directed that for any new work contemplated but not budgeted for, funds must be allocated from projects within the approved Transport and Environment Committee Budget.

Cont'd...

TRANSPORT AND ENVIRONMENT COMMITTEE

Cont'd...

BACKGROUND

Alderman Agostino has requested that the Committee consider the installation of an appropriate visual barrier at the above-noted location, as shown on the attached plan. There are at least three residential lots which have homes facing an unpaved parking lot used by the patrons of the Alpine Hotel. Complaints have arisen because of noise, unruly behaviour and lights shining in windows of the homes on Strawberry Drive from patrons and cars in the parking lot. Other complaints concerned vehicles exiting the parking lot onto Strawberry Drive, but the Public Works Department placed several large concrete blocks on the road allowance to prevent this movement.

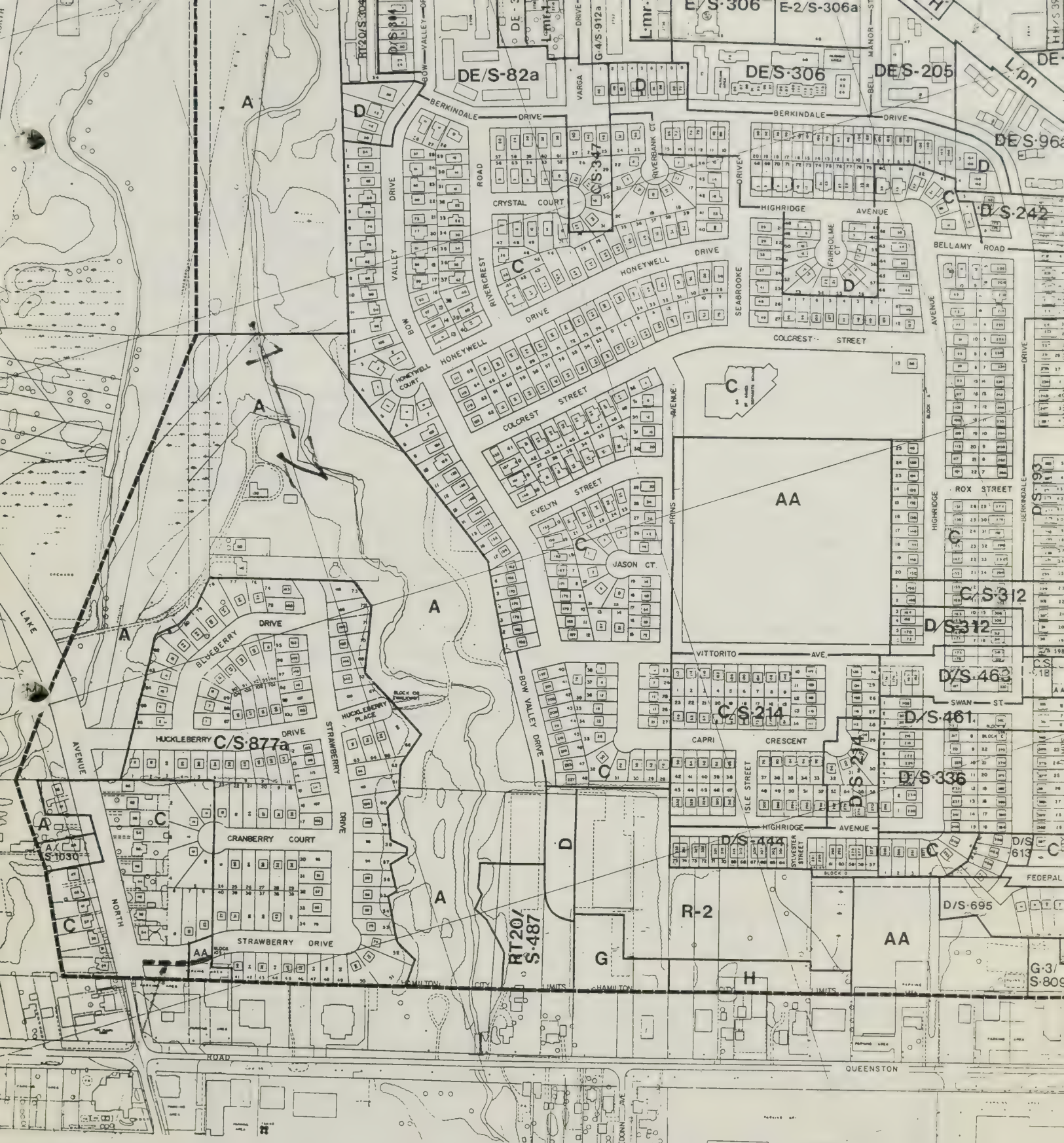
The portion of Strawberry Drive abutting the Alpine Hotel property was expropriated from the Alpine Hotel for road purposes as part of Strawberry Hill Subdivision.

The Alpine Hotel is an old established use which predated the subdivision, and the owners cannot be required to install fencing on landscaping retroactively. New development could have fencing as a condition of site plan approval, but the Alpine Hotel is an existing situation.

While we recognize the concerns of the residents in the vicinity of the parking lot, there are numerous other locations in the City where commercial parking lots are in close proximity to residential areas, and which do not have visual barriers. It would be difficult to refuse similar requests in the future if this request is granted. Therefore, we recommend that no action be taken to expend City funds on such a barrier.

RPM:cr
Attach.

cc: J. G. Pavelka, Director
Public Works Department



Location of visual barrier requested.

FOR ACTION

26ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 May 10
COMM FILE: 3-9.5
DEPT FILE: TEC-115-89

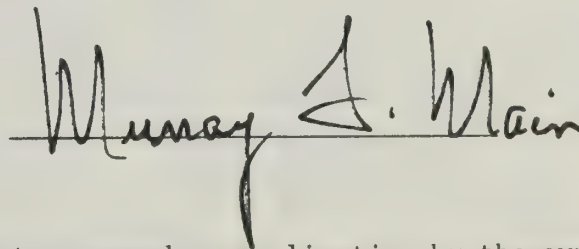
SUBJECT: No. 14 Merchison Avenue - Discharge of Residential Boulevard Parking Agreement

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement between the City and George Faulkner, registered as Instrument No. 490418 C.D. to the property at No. 14 Merchison Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- c) That the property owner be authorized to execute a revised residential boulevard parking agreement.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

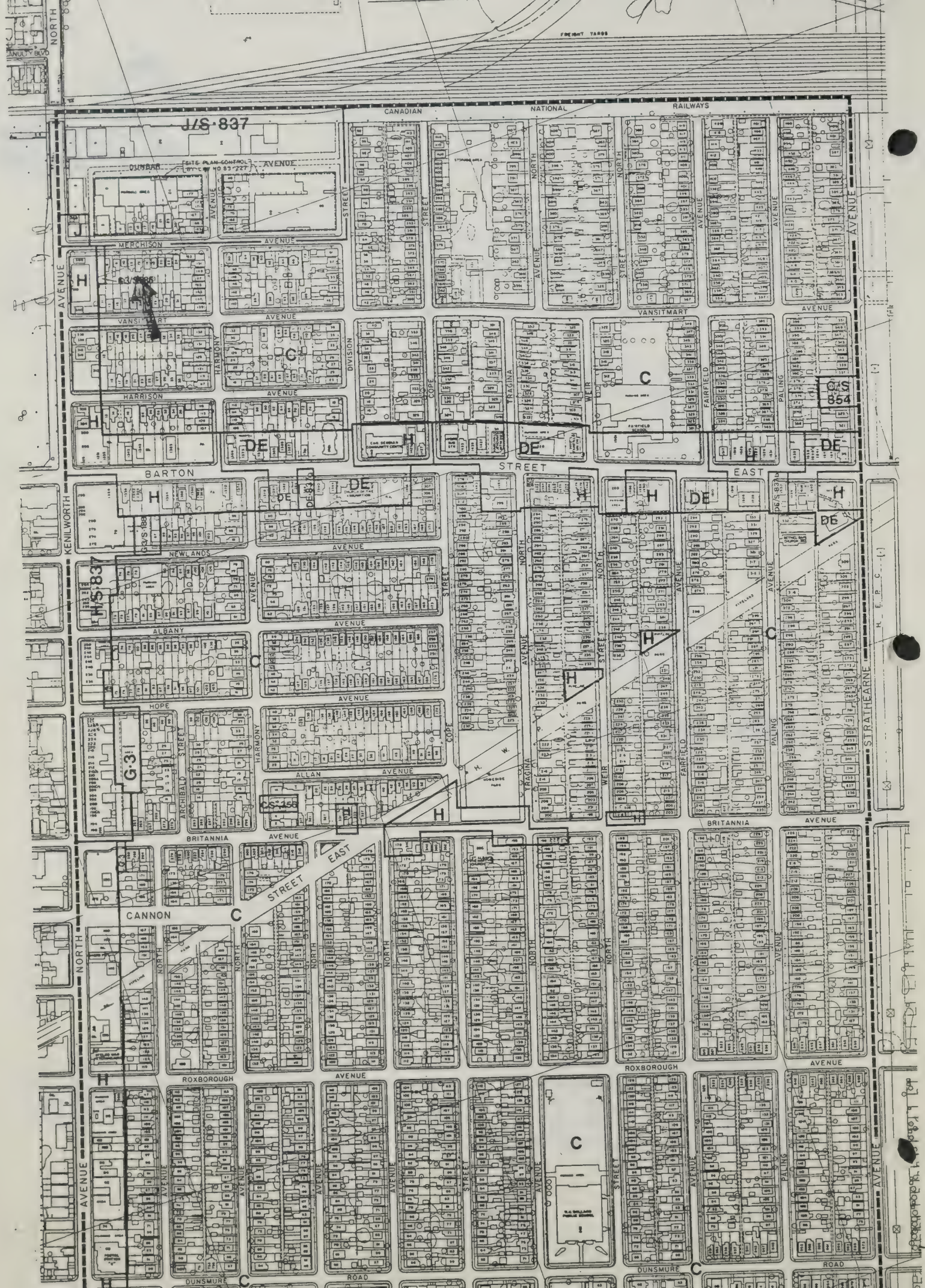
N/A



BACKGROUND:

On 1988 December 12, the Traffic Department approved an application by the owner of the property at No. 14 Merchison Avenue to allow one vehicle to be parked partially on the private property in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1989 January 10. However, the approach ramp and parking space were never installed.

The owner of the property has now written to the Traffic Department and requested that the existing agreement be discharged and that a new agreement be executed which would allow him to install the parking space on the south side of his property, rather than the north side as previously approved. The Traffic Department has investigated and concurs with this request.



FOR ACTION

2600

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

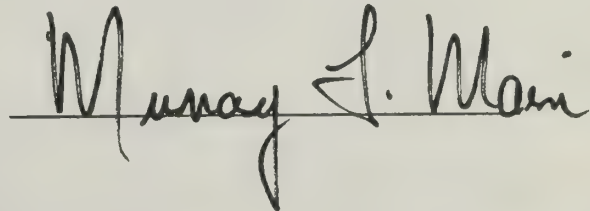
DATE: 1989 May 16
COMM FILE: TEC-128-89
DEPT FILE: 3-9.5

SUBJECT:

109 Ontario Avenue - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement between the City and Mr. Marco D. Coccia, registered as instrument number 501128 C.D. to the property at 109 Ontario Avenue, be discharged at the property owner's expense; and
- b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On 1988 October 18, the Traffic Department approved an application by the owner of 109 Ontario Avenue to allow one vehicle to be parked partially on the boulevard of Stinson Street along the flankage of this residential property. The boulevard parking agreement was executed and registered in the Land Registry Office on 1989 April 4, as instrument number 501128 C.D.

The owner of this property, Mr. M. Coccia, recently advised the Traffic Department that he has removed a garage and that he now has room to park his vehicle entirely on private property. Mr. Coccia has requested that the existing boulevard parking agreement be discharged. An investigation by staff has confirmed the garage has been removed, such that a parking space can be provided entirely on the private property. Therefore, the Traffic Department concurs with the request.



FOR ACTION

26ced

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

DATE: 1989 May 11
COMM FILE: TEC-123-89
DEPT FILE: 3-9.5

SUBJECT:

Application to lease a portion of the boulevard of Robinson Street adjacent to No. 194 James Street South.

RECOMMENDATION:

That the application of Karen Mechar on behalf of the Metropolitan Hamilton Real Estate Board to lease a portion of the boulevard of Robinson Street adjacent to No. 194 James Street South be approved provided that:

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$50.00 per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one-time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner pays a one-time \$150.00 processing fee, as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v) the parking area and other structures as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

Murray L. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

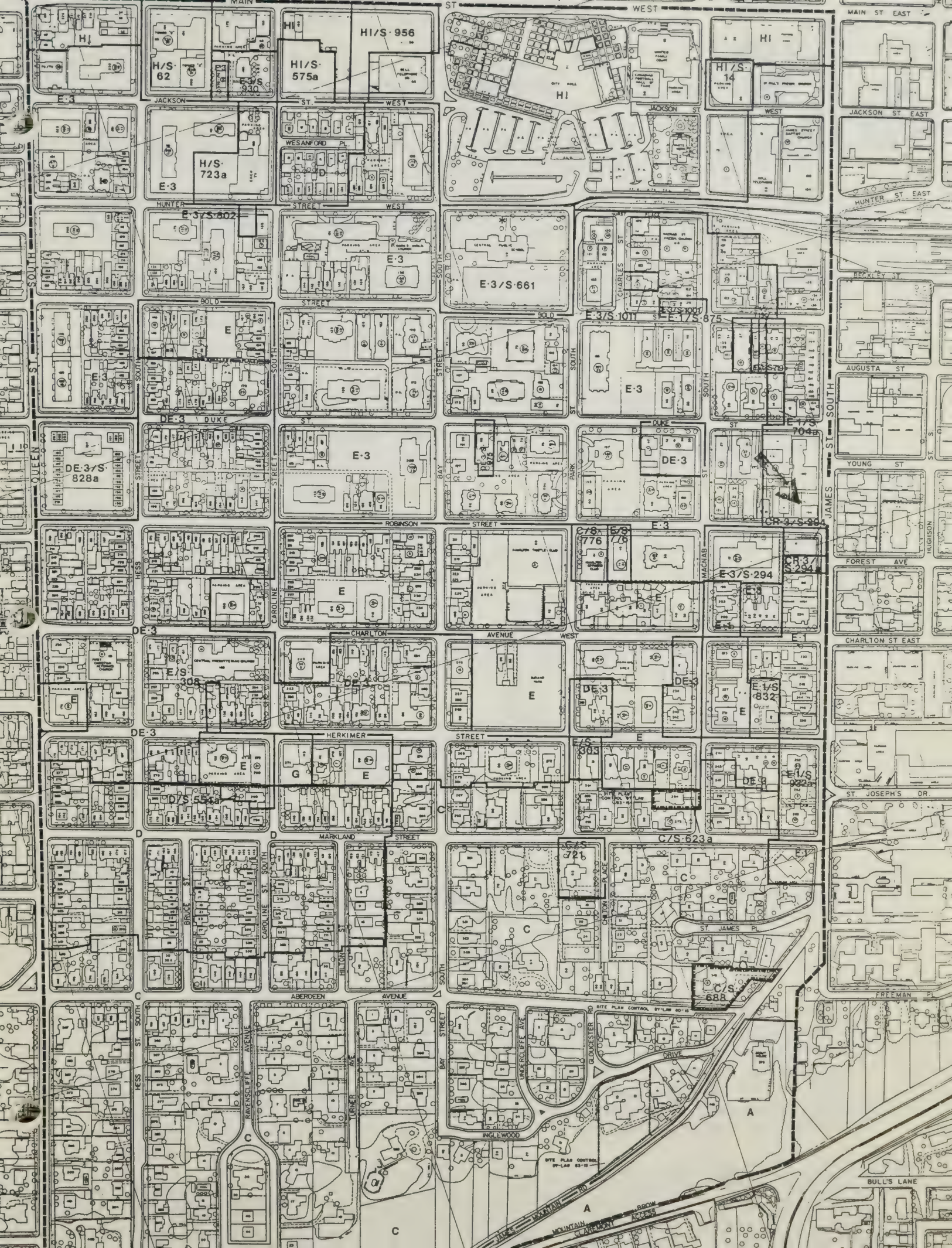
Revenue from the leasing of this City Boulevard would be \$50.00 per year.

BACKGROUND:

Karen Mechar, on behalf of the Metropolitan Hamilton Real Estate Board, has applied for permission to lease a portion of the road allowance of Robinson Street adjacent to the commercial property at No. 194 James Street South to park one vehicle.

The application has been received by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$235.00 which represents the first annual lease fee (\$50.00) and encroachment insurance charge (\$10.00), as well as the one-time registration fee (\$25.00) and one-time processing fee (\$150.00).



FOR ACTION

26cd

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

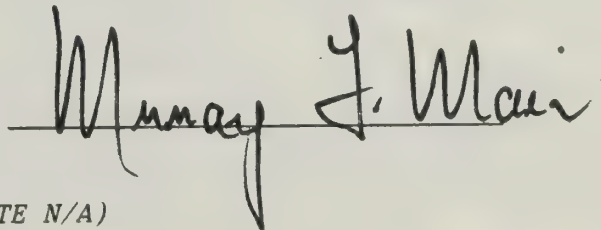
FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 May 9
COMM FILE: 3-9.5
DEPT FILE: TEC-119-89

SUBJECT: Boulevard Parking on Newton Avenue adjacent to 1059 King Street West
- discharge of boulevard parking agreement.

RECOMMENDATIONS:

- a) That the existing commercial boulevard parking agreement between the City and John and Andreas Mouskos, registered as Instrument No. 83835 C.D. to the property at No. 1059 King Street West, be discharged, at the property owner's expense, following the removal of the driveway approach ramp on Newton Avenue at the property owner's expense; and
- b) In the event that landscaping is installed on the boulevard, the landscaping be to the satisfaction of the Commissioner of Engineering; and
- c) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On 1977 August 30th, the City Council approved an application by the former owner of the property at 1059 King Street West, to lease a portion of the City boulevard of Newton Avenue adjacent to this business to park two vehicles. The agreement was registered in the Land Registry Office on 1978 March 28 as Instrument No. 83835 C.D.

The solicitor for the current owner of the property has written to the Traffic Department and requested that the agreement be discharged since the owner intends to landscape the boulevard adjacent to the building. The paving has been removed from the boulevard in this area, and the owner has advised that he intends to remove the driveway approach ramp to this area at his expense. Also, the Treasury Department has advised that there are no outstanding fees associated with this agreement. Therefore, the Traffic Department concurs with this request.

cc: Mr. K.A. Rouff
City Solicitor



FOR ACTION

27 (ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

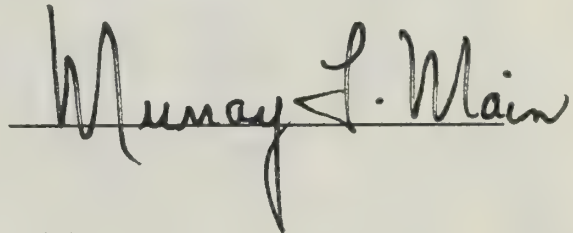
FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 May 4
COMM FILE: 3-9.4
DEPT FILE: TEC-116-89

SUBJECT: Intersection of Summercrest Drive and Marcella Crescent -
Intersection Control.

RECOMMENDATION:

- a) That a stop sign be erected to control northbound traffic on Marcella Crescent at Summercrest Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



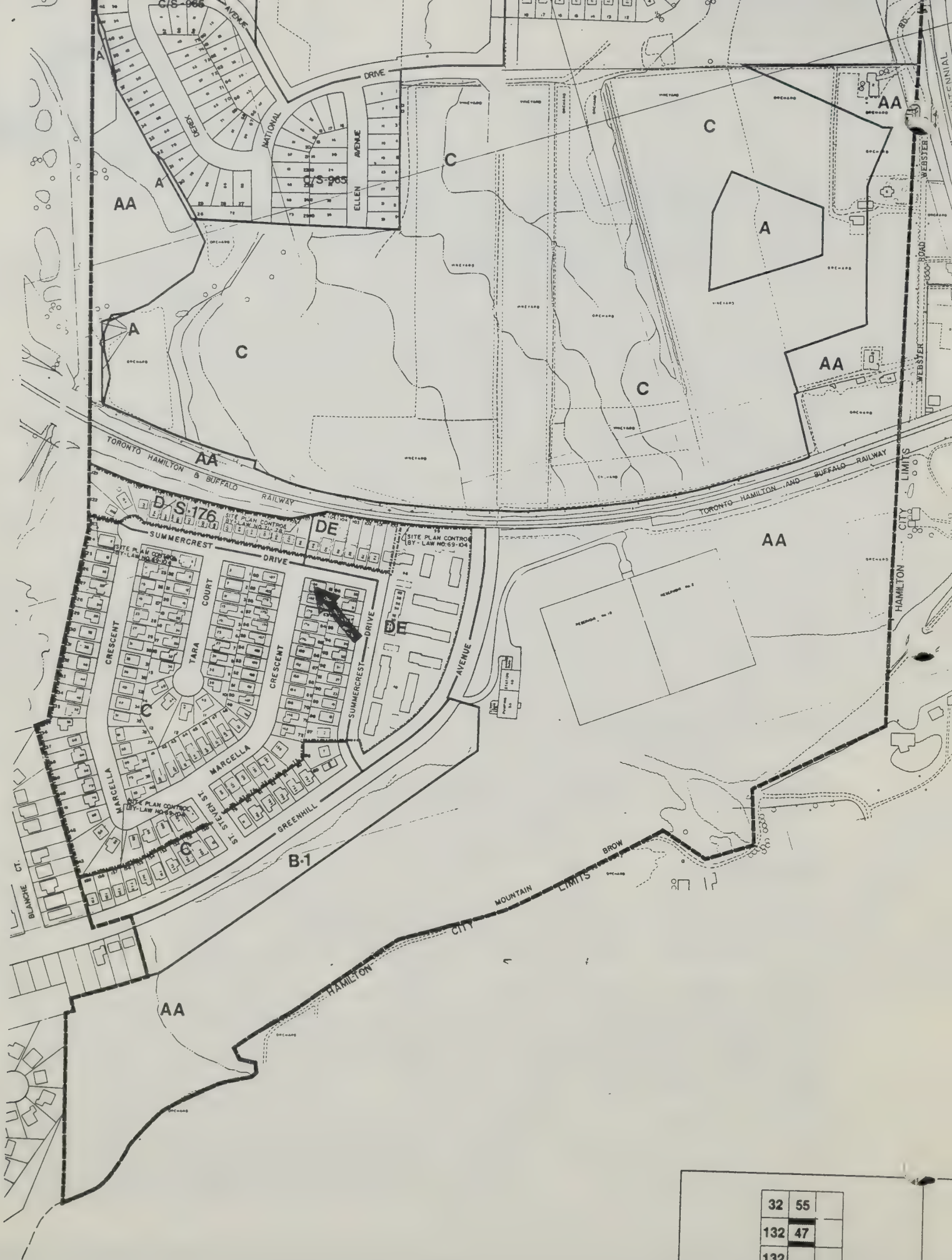
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting, and maintaining the required stop sign.

BACKGROUND:

Alderman Dominic Agostino recently asked for an investigation into the need for a stop sign on Marcella Crescent at Summercrest Drive. This intersection is a "T" intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that this intersection is operating safely since there have been no reported collisions in recent years. Thus, there is no apparent compelling reason to erect a stop sign at this location. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would support this request.



32	55
132	47
132	

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

FOR ACTION

27cb

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 May 10
COMM FILE: TEC-112-89
DEPT FILE: 3-9.4

SUBJECT:

Intersections of Acadia Drive and Twin Crescent and Acadia Drive and Ridgemount Drive - Intersection Control.

RECOMMENDATION:

- a) That a stop sign be erected to control northbound traffic on Twin Crescent at Acadia Drive; and
- b) That a stop sign be erected to control southbound traffic on Ridgemount Drive at Acadia Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

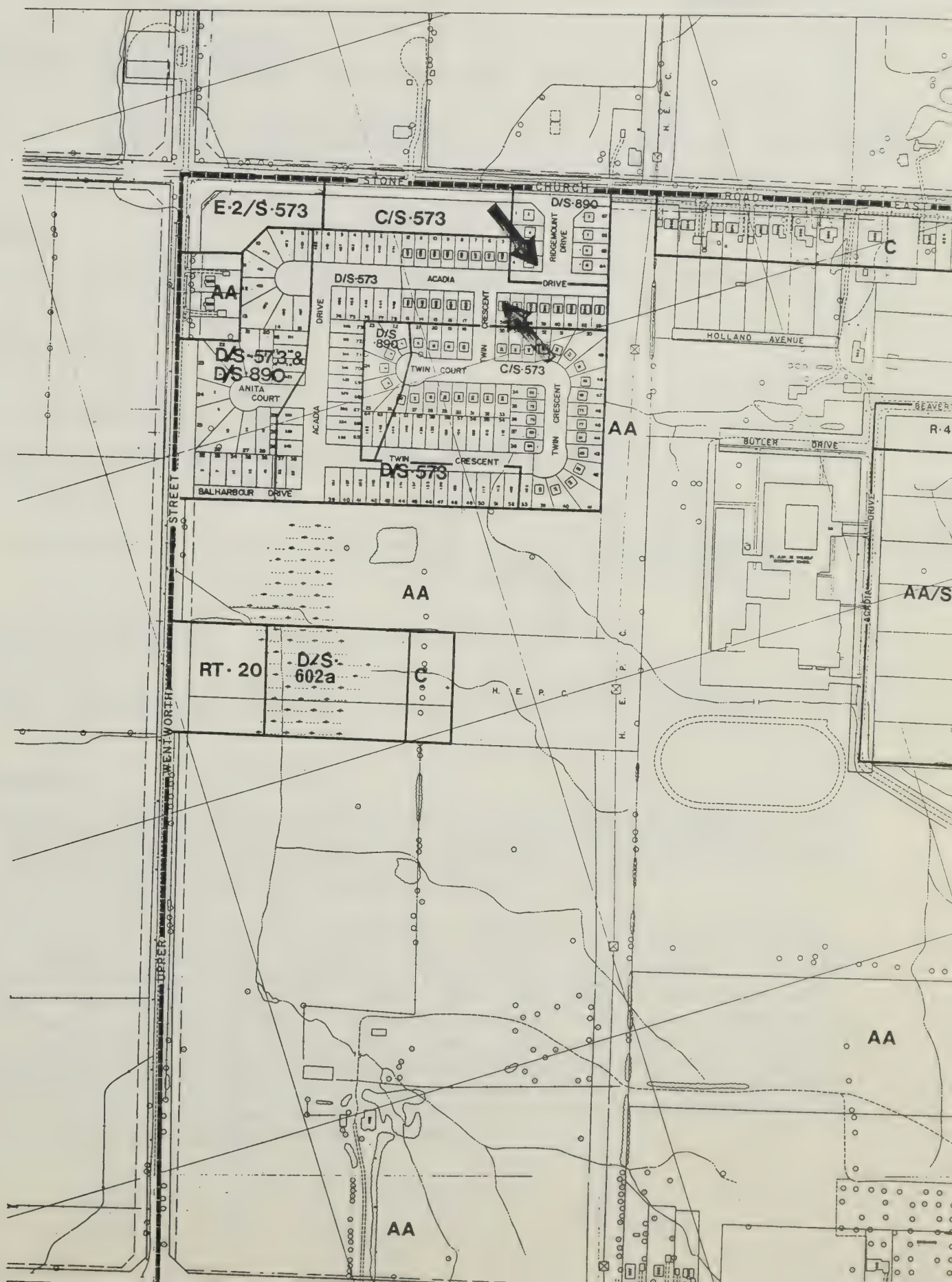
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Dan Milovanovic, 396 Acadia Drive, that stop signs be erected at the intersections of Acadia Drive and Twin Crescent and Acadia Drive and Ridgemount Drive. The Traffic Department has investigated these matters and has the following report:

The intersections of Acadia Drive and Twin Crescent and Acadia Drive and Ridgemount Drive are both "T" type intersections, and presently, there are no intersection control signs at either location. Traffic Department records indicate that there have been no reported collisions at either intersection in

recent years. Thus, both intersections are operating safely and there is no apparent compelling reason to erect stop signs. However, as a safety measure related to the right-of-way at the intersections, the Traffic Department would not object to erecting stop signs on the stems of these "T" type intersections such that northbound traffic on Twin Crescent and southbound traffic on Ridgemount Drive would be required to stop for eastbound and westbound traffic on Acadia Drive. Therefore, the Traffic Department concurs with the request.



FOR ACTION

27(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

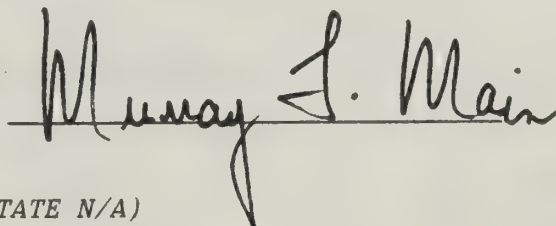
DATE: 1989 May 16
COMM FILE: TEC-129-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Gosford Drive and Gilcrest Street - Intersection Control.

RECOMMENDATION:

- a) That a stop sign be erected to control westbound traffic on Gosford Drive at Gilcrest Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



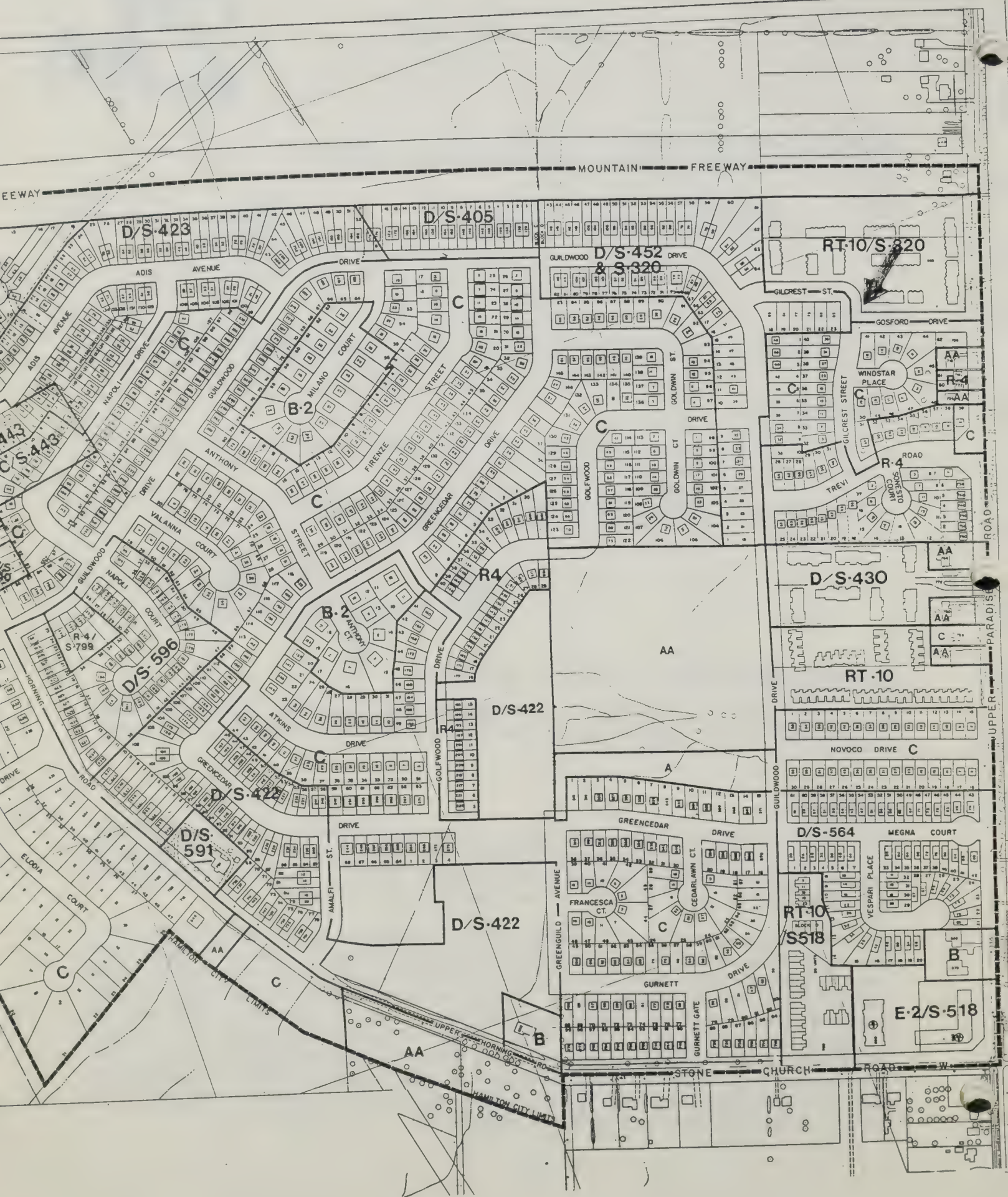
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Don Ross on behalf of the resident at No. 10 Windstar Place, that stop control be implemented at the intersection of Gosford Drive and Gilcrest Street. The Traffic Department has investigated this request and has the following report:

The intersection of Gosford Drive and Gilcrest Street is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since it was constructed in 1988. Thus, the intersection is operating safely, and there is no apparent compelling reason to erect a stop sign. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that westbound traffic on Gosford Drive would be required to stop for northbound and southbound traffic on Gilcrest Street. Therefore, the Traffic Department concurs with the request.



FOR ACTION

27cd

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

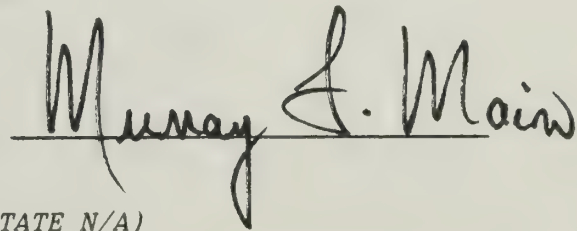
DATE: 1989 May 19
COMM FILE: TEC-130-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Sunninghill Avenue and East 43rd Street - Intersection Control.

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Sunninghill Avenue and East 43rd Street.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The erection of stop signs on East 43rd at Sunninghill would result in increased motor vehicle operating costs in the order of \$10,000.00 per year.

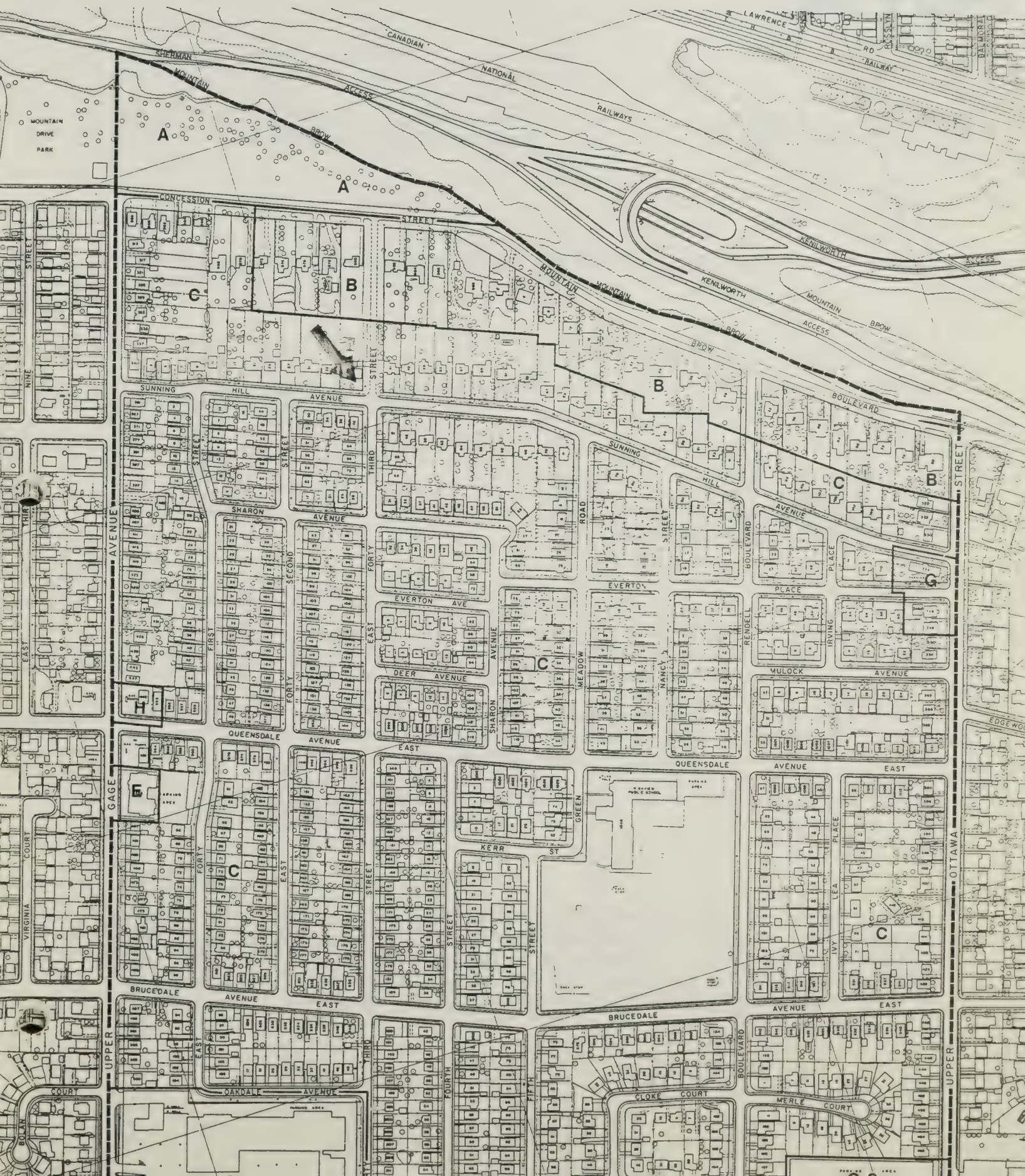
BACKGROUND:

The Traffic Department has received a petition signed by five area residents to implement all-way stop control at the intersection of Sunninghill Avenue and East 43rd Street. One of the five residents who signed the petition has indicated that they oppose the request. No specific concerns were expressed regarding the operation of this intersection. However, staff have investigated this matter and have the following report:

Presently, eastbound and westbound traffic on Sunninghill is required to stop for northbound and southbound traffic on East 43rd. Traffic Department records indicate that this intersection is operating safely with no reported collisions in at least the past seven years. Thus, the implementation of four-way stop control could not improve upon this perfect safety record.

Presently, northbound and southbound traffic on East 43rd is required to stop approximately 320 feet south at Sharon Avenue and 600 feet north at Mountain Brow and we would consider an additional north/south stop on this three block section of roadway to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria to determine when all-direction stop control should be used at an intersection because of the large demand for this type of device. The criteria are related to the proximity to the front door of a school, the past collision record, the classification of the intersecting streets, and to severe visibility obstructions which make it necessary for all vehicles to stop. After reviewing conditions at this intersection, it has been concluded that none of the criteria are met at this location at this time. Therefore, the Traffic Department cannot support the request for all-direction stop control at the intersection of Sunninghill Avenue and East 43rd Street.



FOR ACTION

27(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

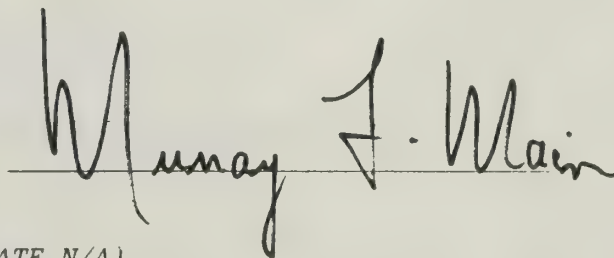
DATE: 1989 May 26
COMM FILE: TEC-114-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Catharine Street South and Hunter Street East - Intersection Control.

RECOMMENDATION:

That traffic signal control be implemented at the intersection of Catharine Street South and Hunter Street East.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The 1989 Traffic Department Budget, as approved by City Council on 1989 March 23, allocates \$40,000 for the installation of a traffic signal at the intersection of Catharine Street South and Hunter Street East.

Operating costs are estimated at approximately \$2,000 annually for power, preventative maintenance and repairs, and sufficient funds are available for the operating costs within the 1989 current budget.

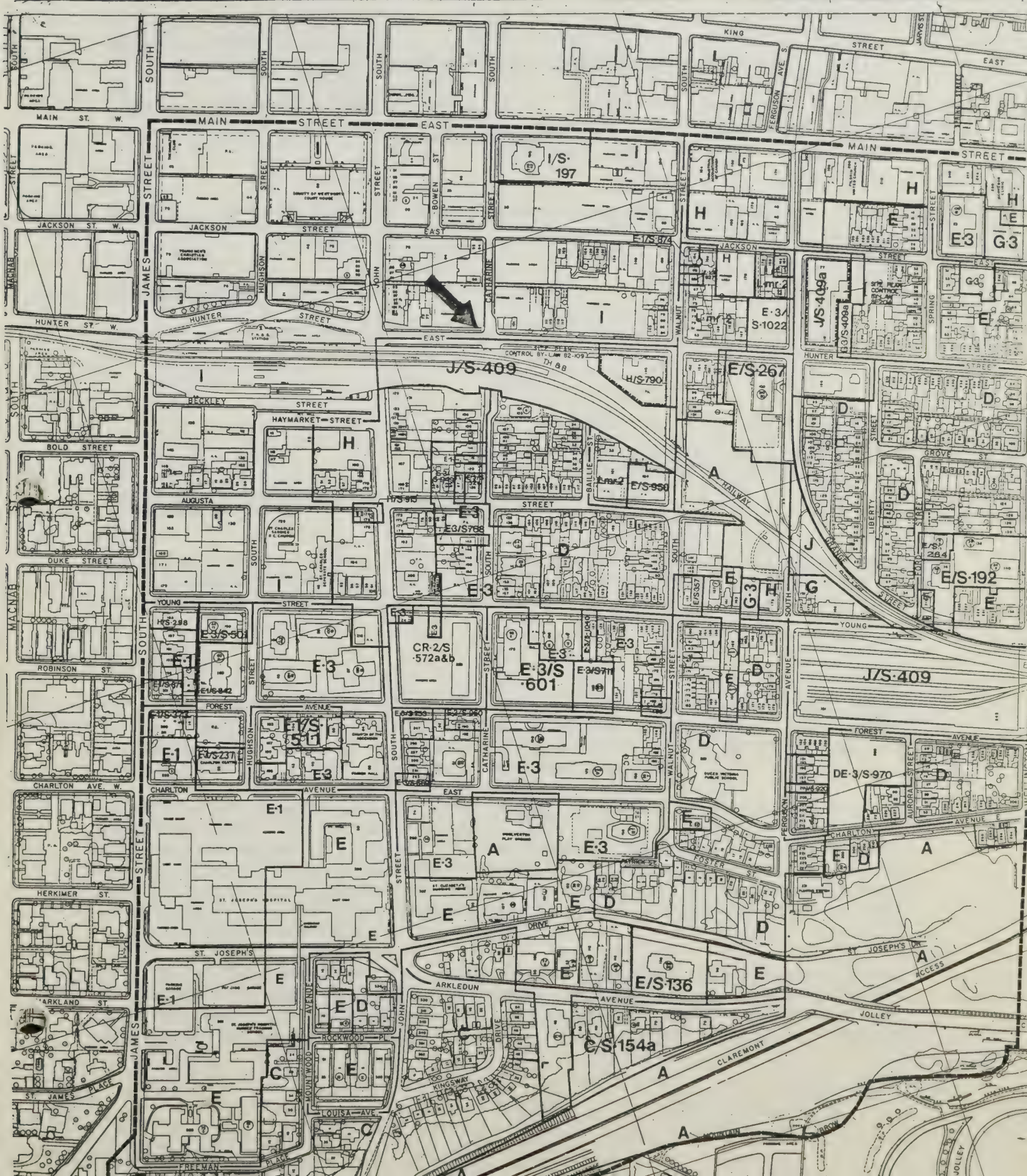
The expected saving to the public in direct costs due to reduction in collisions is approximately \$150,000 annually.

BACKGROUND:

Traffic Department records indicate that an average of 22 motor vehicle collisions per year have occurred at this intersection during the years 1986 to 1988 inclusive. Approximately 20 collisions annually were right angle collisions caused by southbound motorists who either failed to stop or failed to yield the right-of-way. This is an extremely high motor vehicle collision rate.

The Traffic Department has implemented various remedial measures such as oversized left-hand side and right-hand side stop signs and an overhead flasher, to advise southbound motorists of the stop condition in an attempt to reduce collisions. However, these measures have not been successful in reducing the collision rate at the intersection.

While traffic signal control is often not effective in reducing the collision rate at an intersection, traffic signal control is effective in reducing the number of right angle collisions. Therefore, since the collision problem at this intersection is almost entirely of the right-angle type, and since the implementation of other, less restrictive collision countermeasures has not achieved a satisfactory reduction in collisions, the Traffic Department recommends that a traffic signal be installed at the intersection of Catharine Street South and Hunter Street East, as approved in the 1989 current budget.



FOR ACTION

27ca

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

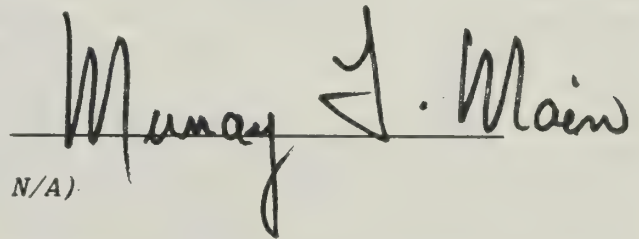
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 June 9
COMM FILE: 3-9.4
DEPT FILE: TEC-142-89

SUBJECT: Intersection of Hunter Street East and Walnut Street South -
Intersection control.

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Hunter Street East and Walnut Street South.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of a stop sign on Hunter Street East at Walnut Street South would result in increased motor vehicle operating costs in the order of \$80,000.00 per year.

BACKGROUND:

The Traffic Department is in receipt of a petition requesting a stop sign on Hunter Street at Walnut Street. The reason stated in the request was frequent visibility obstruction of westbound traffic on Hunter. The Traffic Department investigated this request, and has the following report:

Presently, northbound and southbound traffic on Walnut is required to stop for westbound traffic on Hunter. Several years ago, the collision rate at the intersection was relatively high. Safety measures, including the implementation and extension of corner clearances, relocation of a bus stop and the installation of larger stop signs, have resulted in the collision rate being reduced to three collisions per year in recent years. This is not an abnormal collision rate for this type of intersection.

The Traffic Department has recommended to the Committee that a traffic signal be installed at the intersection of Hunter and Catharine in the fall of 1989. This intersection is only 600 feet west of the intersection of Hunter and Walnut. Experience has shown that poor observance occurs when stop signs are located

within 1,000 feet of a traffic signal, as the traffic signal draws the driver's attention away from the stop signs, and this is a well documented cause of collisions.

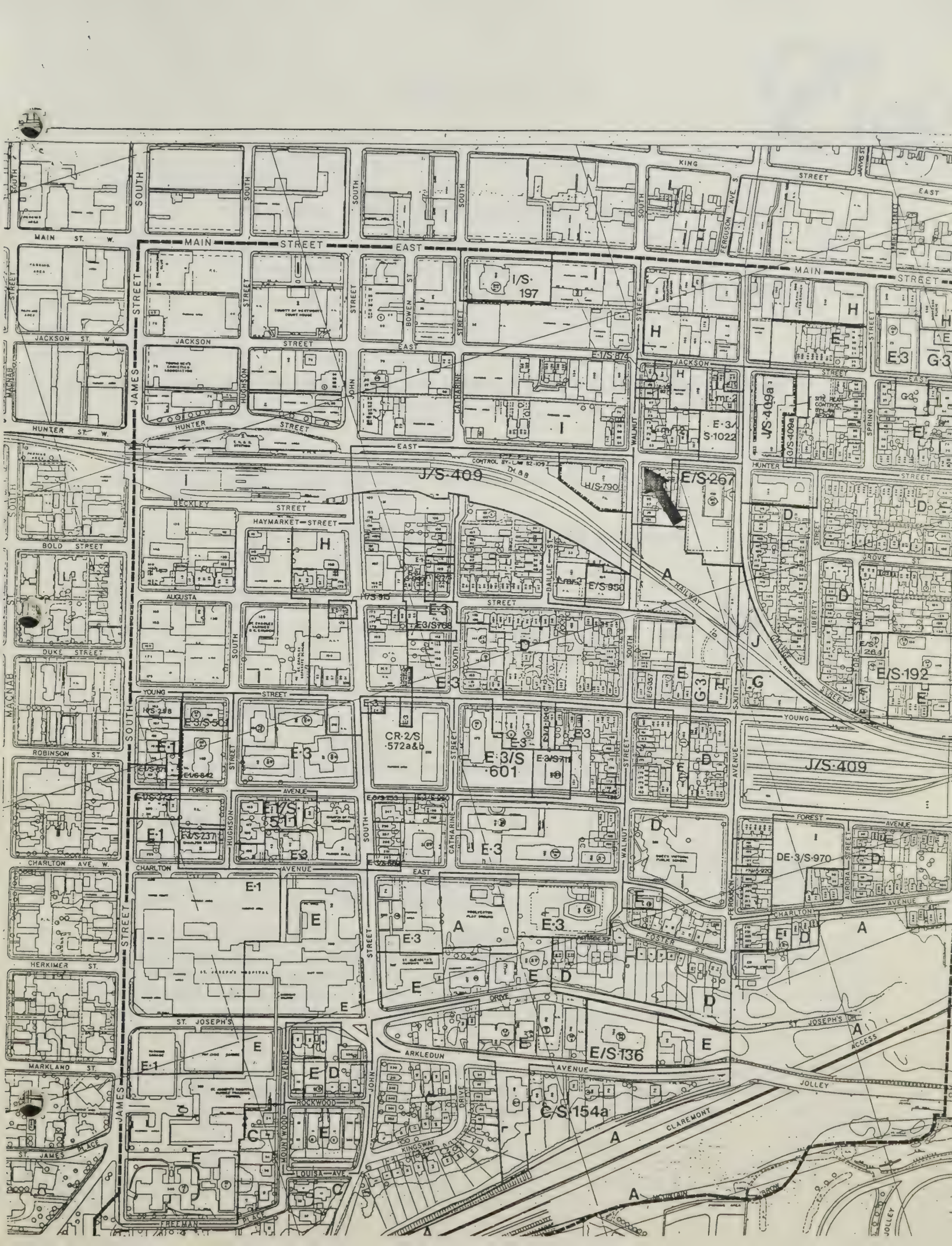
There are no stop signs on the entire length of Hunter Street, a distance of approximately 2.0 kilometres. Erecting stop signs at this location would result in a high violation rate since motorists would not be expecting to stop at this location.

Thus, the erection of a stop sign on Hunter at Walnut would likely cause an increased number of collisions rather than improving the situation.

The installation of a traffic signal at the intersection of Hunter and Catharine will transfer some traffic to Catharine Street from Walnut Street, resulting in lower traffic volumes on Walnut Street in this area. On the other hand, the installation of three-way stop control at Hunter and Walnut would effectively increase the capacity of Walnut Street at this point, thus encouraging through traffic to use Walnut Street in the neighbourhood, which is not recommended.

Hunter Street serves as an alternate route to King Street for westbound traffic. This function was intensified in 1983 when the south branch of King was closed to westbound traffic. The Traffic Department cannot support any measures such as the installation of stop signs which will reduce the effectiveness of Hunter Street as an alternate route to King Street.

For the above-noted reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Hunter and Walnut. However, the Traffic Department concurs that visibility at this location is obstructed from time to time. Observations have found trucks parked in the "No Stopping" areas on the north-east and south-east corners of Hunter. Therefore, the Traffic By-law Enforcement Section has been directed to regularly investigate and enforce illegal parking at this intersection.



FOR ACTION

27c97

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

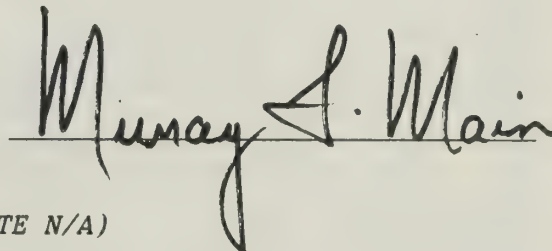
DATE: 1989 May 31
COMM FILE: TEC-133-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Pottruff Road and Robroy Avenue - Intersection Control.

RECOMMENDATION:

- a) That all-way stop control be implemented at the intersection of Pottruff Road and Robroy Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

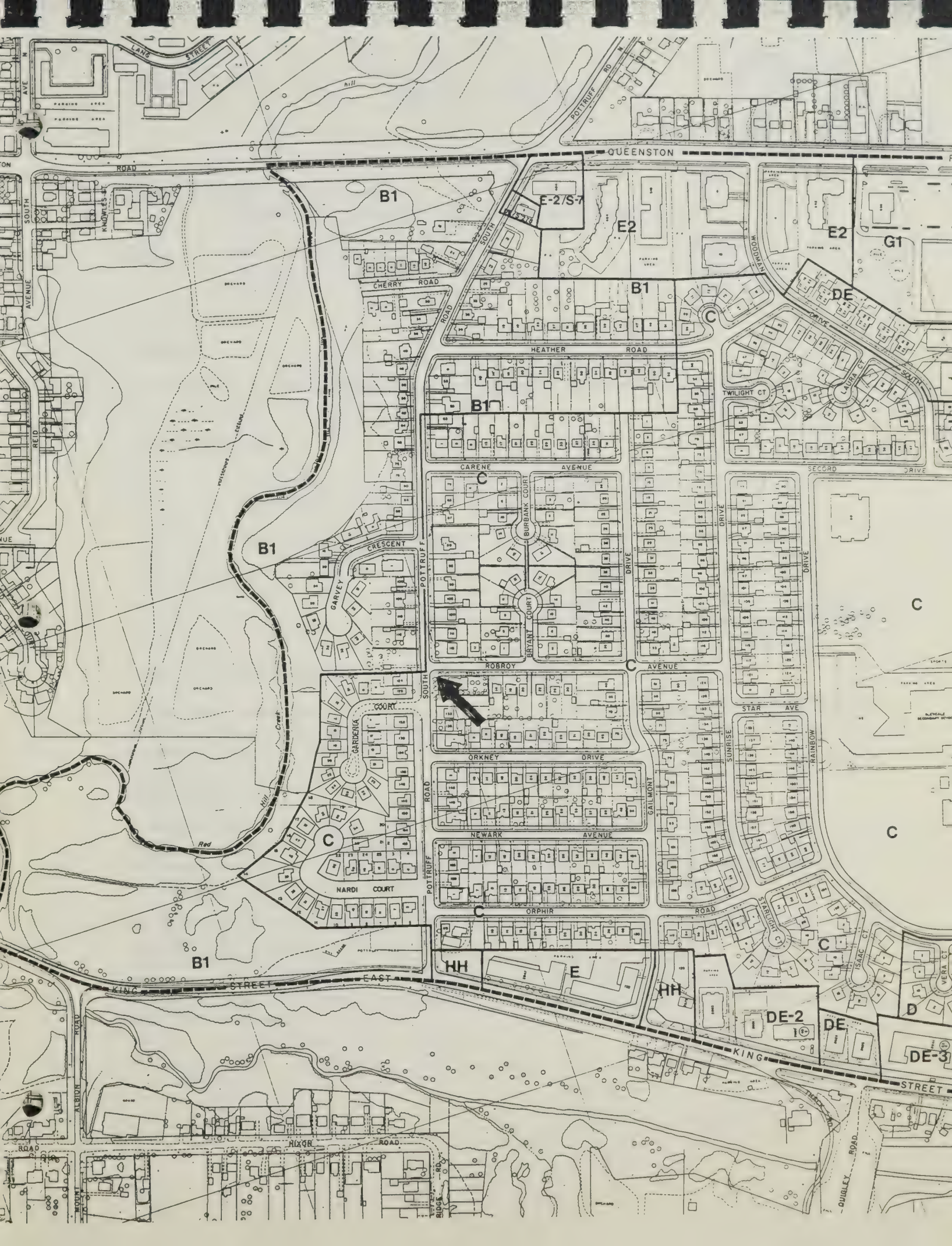
BACKGROUND:

The Traffic Department has received a request from Alderman D. Agostino that all-way stop control be implemented at one of the intersections on Pottruff Road between King Street and Queenston Road in order to reduce the speed of traffic.

The Traffic Department utilizes certain criteria as to when all-direction stop control should be implemented at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of intersecting streets, the past collision record, and to severe visibility obstructions which make it necessary for all vehicles to stop.

Although there has not been a documented collision problem, and stop signs should not be used as speed control devices, Pottruff Road between Queenston and King is approximately 0.6 miles in length with no stop signs. It would be

advantageous to erect one stop in this section of road and the intersection of Pottruff Road and Robroy Avenue is a suitable candidate since it could be considered to be an intersection of two neighbourhood collector streets. Therefore, the Traffic Department concurs with the request.



FOR ACTION

27ch)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

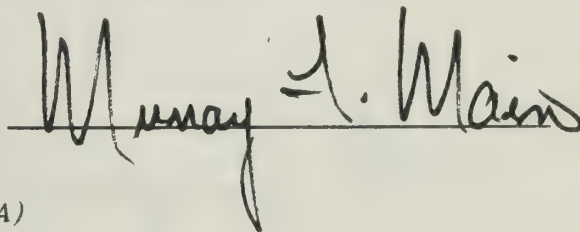
DATE: . 1989 June 7
COMM FILE:
DEPT FILE: TEC-138-89

SUBJECT:

Intersection of Rockingham Drive and Parkwood Crescent - Intersection Control.

RECOMMENDATIONS:

- (a) That three-way stop control be implemented at the intersection of Rockingham Drive and Parkwood Crescent; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Henry Merling has advised of a request by area residents that three-way stop control be implemented at the intersection of Rockingham Drive and Parkwood Crescent. The intersection is a "T" shaped intersection, and presently, northbound traffic on Rockingham is required to stop at Parkwood.

An investigation has revealed that the intersection is operating safely under the present intersection control since there have been no reported collisions in recent years. However, the intersection meets at least one of the criteria respecting the use of all direction stop control since it is an intersection of two neighbourhood collector streets. Therefore, the Traffic Department concurs with this request.

[illegible]

FOR ACTION

27cin

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

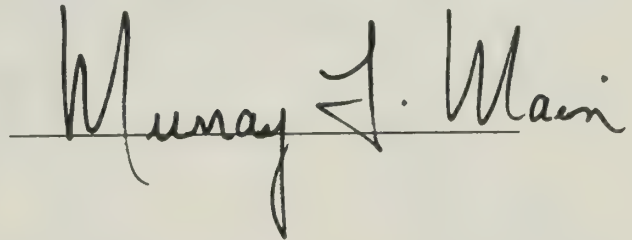
DATE: 1989 June 7
COMM FILE: TEC-134-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Greencedar Drive and Golfwood Drive - Intersection Control.

RECOMMENDATION:

- a) That a stop sign be erected to control southbound traffic on Golfwood Drive at Greencedar Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

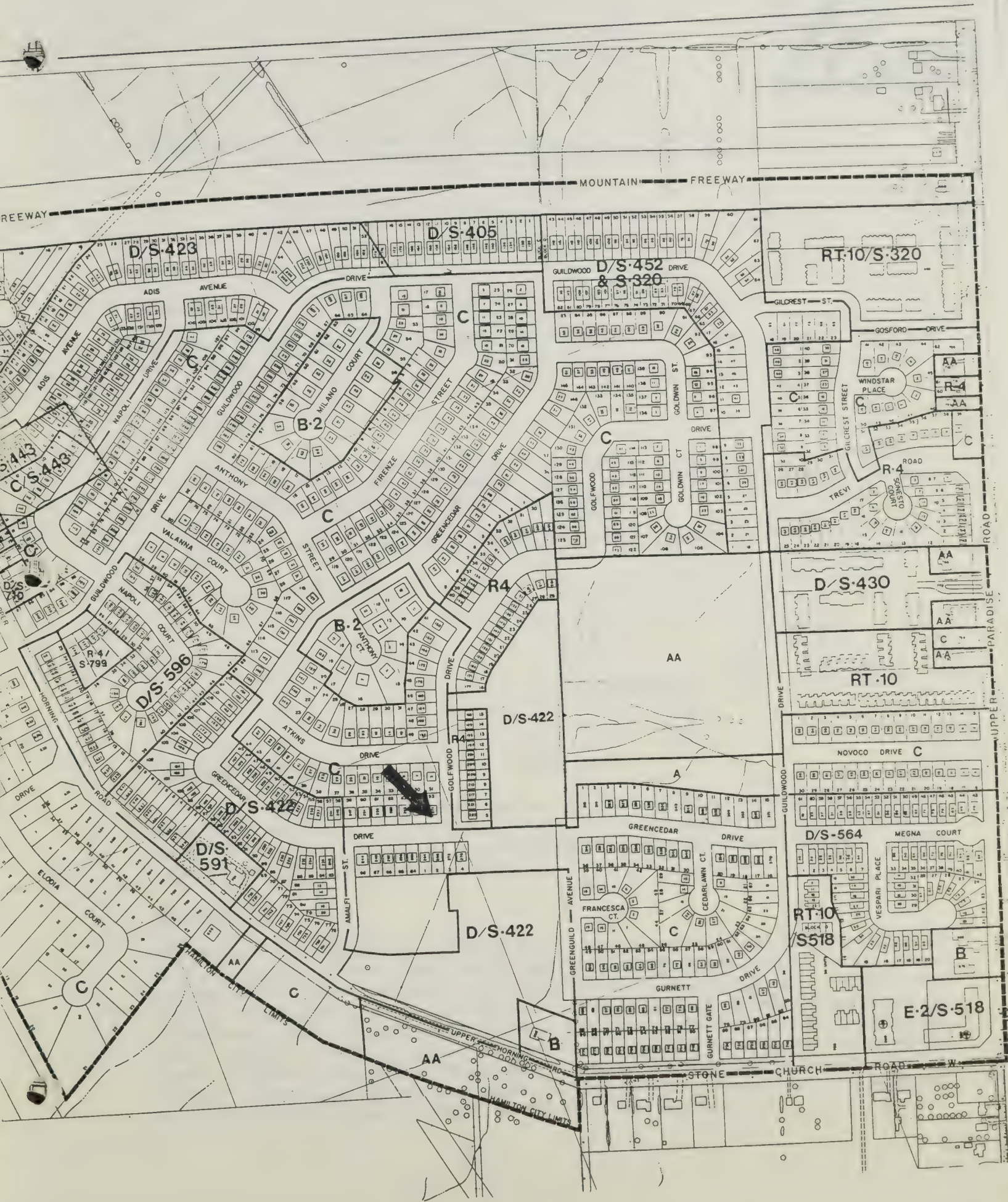
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Dorothy Applebee, 263 Greencedar Drive, that three-way stop control be implemented at the intersection of Greencedar Drive and Golfwood Drive. The subject intersection is a "T" intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that this intersection is operating safely with only one reported collision in the past five years, and three-way stop control is not warranted at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Golfwood Drive would be required to stop for traffic on Greencedar Drive.

Notwithstanding, a representative of the Regional Engineering Department has advised that Greencedar will be connected as a through roadway east of Golfwood sometime this summer, and that an elementary school will be opening in September of this year on the northeast corner of Greencedar and Golfwood. This being the case, the intersection of Golfwood and Greencedar or Greenguild and Greencedar might be suitable locations for three-way stop control and we will review the matter further later this year when the area is developed.



FOR ACTION

28(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

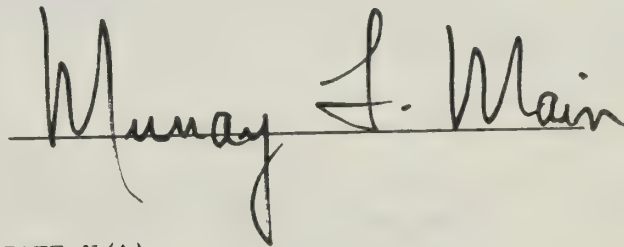
DATE: 1989 May 5
COMM FILE: TEC-111-89
DEPT FILE: 3-9.2

SUBJECT:

Springer Avenue between Maplewood Avenue and Main Street East - Parking Regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Springer Avenue between Maplewood Avenue and Main Street East; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



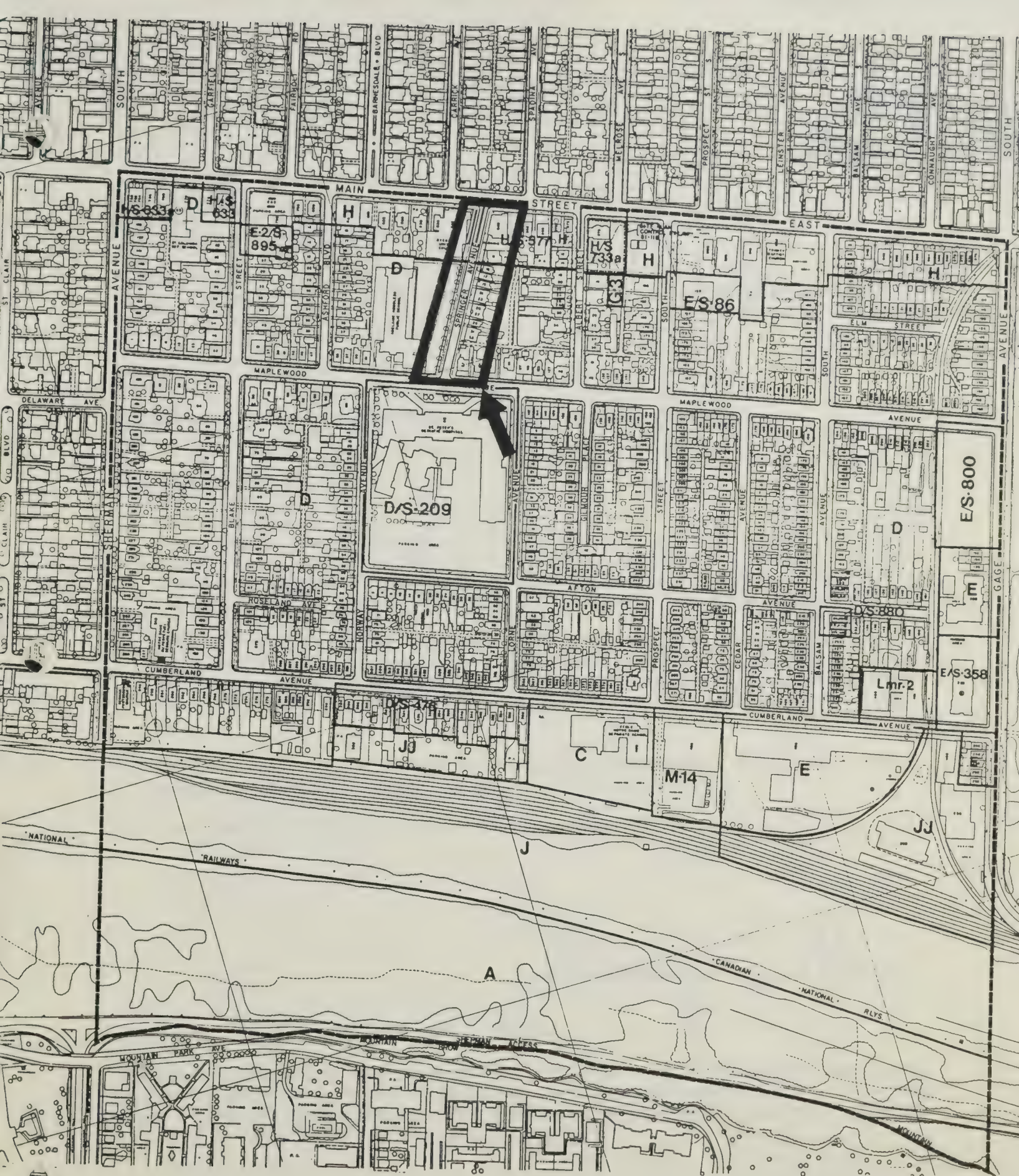
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 11 of the 12 one, two and three family dwellings on Springer Avenue in the block between Main Street East and Maplewood Avenue, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the street. Ten residents who signed the petition have indicated their support for the proposed regulation and one has no opinion. Presently, there is unrestricted free parking on the east side of Springer Avenue and a "No Parking" regulation on the west side in this block. Residents are concerned about long-term parking by employees of St. Peter's Hospital.

The implementation of the requested regulation would eliminate long-term parking by non-residents and hospital employees. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 83% of the abutting residents have signed the petition in favour of the proposed regulation, the Traffic Department concurs with the request.



FOR ACTION

28(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

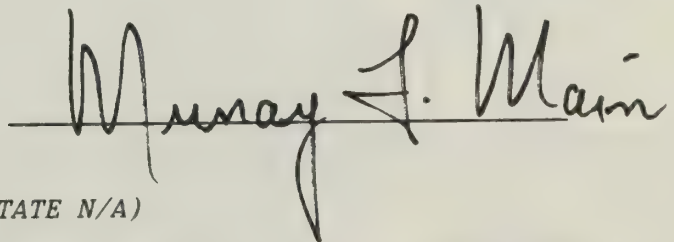
DATE: 1989 May 10
COMM FILE: TEC-122-89
DEPT FILE: 3-9.2

SUBJECT:

24 Murray Street East - Extension of Permit Parking Regulation.

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the south side of Murray Street East, commencing at a point 83 feet east of James Street North and extending to a point 92 feet west of Hughson Street North be extended such that the regulation commences at a point 83 feet east of James Street North and extends to a point 72 feet west of Hughson Street North; and
- b) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Murray Street East from Hughson Street North to a point 92 feet westerly therefrom be shortened such that the regulation extends to a point 72 feet west of Hughson Street North; and
- c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Keith Baesso, 24 Murray Street East; and
- d) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Keith Baesso, 24 Murray Street East, that the existing "Permit Parking" regulation which is presently signed on the south side of Murray Street for a portion of the block between James and Hughson be extended across the frontage of his property. Presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Murray, west of Hughson in front of the applicant's home, and a "Permit Parking" regulation immediately to the west which controls six on-street parking spaces in the block. The two hour parking time limit then continues to James Street.

The "Permit Parking" regulation was implemented in 1987 as a result of a petition signed by all of the residents in the middle of the block. The "Permit Parking" regulation was recently extended by one space as a result of a request by the resident at the westerly end of the block. Since the resident at the easterly end has now requested that the regulation be extended across the frontage of his home, the Traffic Department concurs with the request. Extending the regulation by one space should not create any parking problems for other area residents or businesses.



FOR ACTION

B(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 May 18
COMM FILE: TEC-127-89
DEPT FILE: 3-9.2

SUBJECT:

East side of Summercrest Drive, north of Greenhill Avenue - Parking Regulations.

RECOMMENDATION:

- a) That the existing "No Parking" corner clearance on the east side of Summercrest Drive between Greenhill Avenue and a point 50 feet northerly therefrom be extended, such that the regulation extends to a point 116 feet north of Greenhill Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

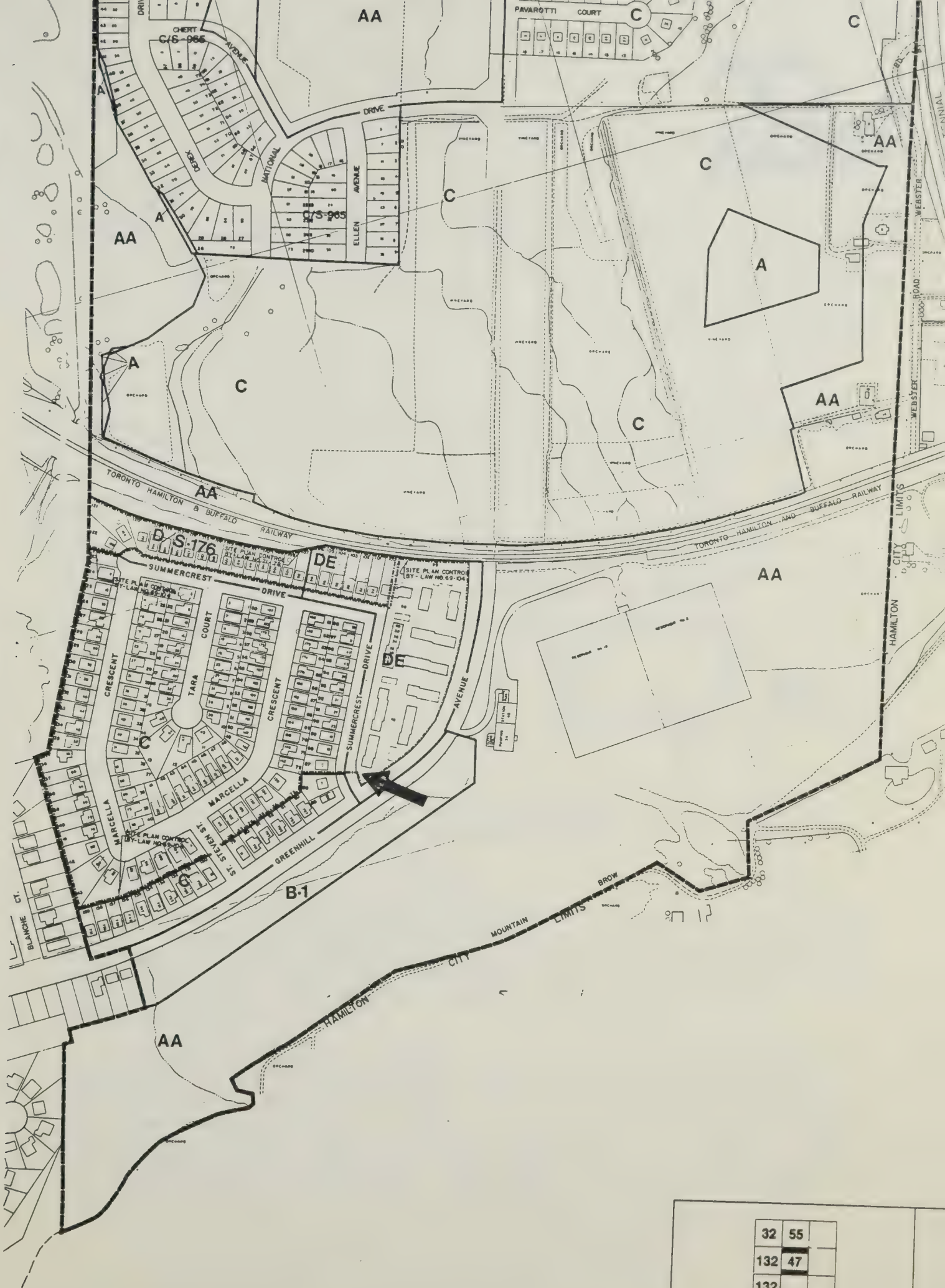
BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to investigate the possibility of extending an existing "No Parking" regulation on the east side of Summercrest Drive, north of Greenhill Avenue. Presently, parking is prohibited on the west side and there is unrestricted parking on the east side except for the "No Parking" corner clearance in question.

An investigation has revealed that the existing 50 foot "No Parking" corner clearance on the east side of Summercrest, north of Greenhill, was requested by a resident of Summercrest in 1985 and was supported by the Traffic Department in order to facilitate turning movements at the intersection. The Traffic Department has concluded that because of a curve in the roadway at this location,

it would be advantageous to extend the corner clearance, and the Traffic Department concurs this request.

All of the residential properties in this area have off-street parking provided and the extended corner clearance would be immediately adjacent to a vacant property occupied by landscaping associated with an adjacent townhouse development. Therefore, the Traffic Department would not anticipate any parking problems or other serious complaints related to an extension of the corner clearance as recommended.



32	55
132	47
132	

FOR ACTION

28(d)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

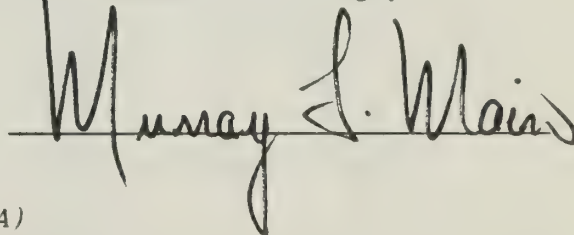
DATE: 1989 May 30
COMM FILE:
DEPT FILE: TEC-137-89

SUBJECT:

Parkview Drive between Franklin Avenue and Bond Street North - Parking Regulations.

RECOMMENDATIONS:

- (a) That the existing "No Parking" regulation be removed and unrestricted free parking be permitted on the south side of Parkview Drive in the block between Uplands Avenue and Bond Street North; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of removing the "No Parking" signs.

BACKGROUND:

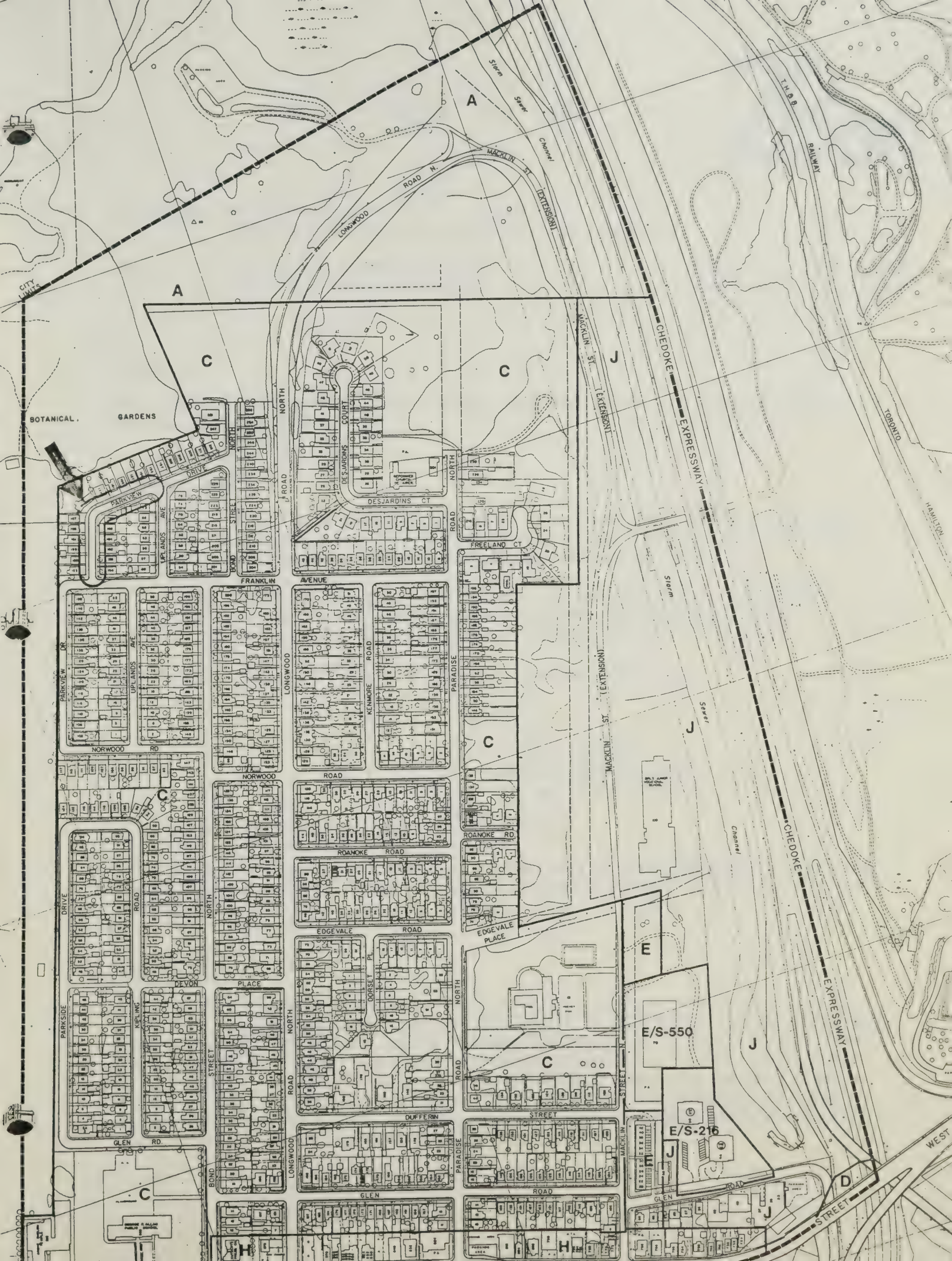
By letter dated 1988 June 27, Deputy Fire Chief J. F. Fitzpatrick wrote to the Traffic Department, and identified several streets in the area of Churchill Park where parked vehicles on both sides would interfere with potential access by emergency vehicles. As a result, the Traffic Department recommended, and the City Council subsequently approved, parking prohibitions on one side of the streets in question.

One of the streets in question is Parkview Drive between Franklin Avenue and Bond Street North, where it was recommended that parking be prohibited on the east and south sides of the street in order to facilitate visibility at the turn in the roadway west of Uplands and to improve visibility at the intersection of Parkview and Uplands. However, Alderman Terry Cooke has advised of having received complaints related to the parking prohibition on this section of street, and has expressed the opinion that the parking prohibition is probably not required at this location since the non-resident parking associated with

Churchill Park is only a problem in the immediate vicinity of the park and not as far away as the intersection of Parkview and Uplands. Alderman Mary Kiss has also contacted the Traffic Department regarding this matter in the past.

Deputy Chief Fitzpatrick has reviewed Alderman Cooke's concerns, and has advised that the Fire Department would support the removal of the parking prohibition from the south side of Parkview in the block between Uplands and Bond, but that the parking prohibition between Franklin and Uplands should be retained to facilitate potential access by emergency vehicles.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. The concerns by the Ward Aldermen related to the parking prohibition on Parkview Drive in this area, were as a result of complaints by the residents at NOs. 73 and 76 Uplands Avenue regarding parking difficulties. Investigations have revealed that there is on-street parking readily available in the vicinity of both of these homes, as well as off-street parking. Thus, it is apparent that the parking prohibition in this area has not created any serious parking problems for area residents. However, since the parking prohibition in question was initiated by the Fire Department, who have since advised that they would not object to the removal in this one particular block, and since this section of street is at the end of the street system such that there is very little traffic except for abutting residents, the Traffic Department supports this request.



FOR ACTION

28cc

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

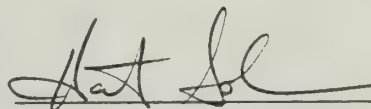
DATE: 1989 June 8
COMM FILE: TEC-140-89
DEPT FILE: 3-9.2

SUBJECT:

Both Sides of Bay Street South between Markland Street and Herkimer Street -
Parking Regulations.

RECOMMENDATION:

- a) That a "Three Hour Parking Time Limit, 9:00 a.m. to 2:00 a.m." regulation to be in effect seven days a week be implemented on the west side of Bay Street South between Markland Street and Herkimer Street; and
- b) That a "Three Hour Parking Time Limit, 7:00 a.m. to 2:00 a.m." regulation, to be in effect seven days a week be implemented on the east side of Bay Street South between Markland Street and Herkimer Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FOR M.F. MAIN

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 8 of the 10 residential properties on Bay Street in the block between Markland Street and Herkimer Street and by the administrator of an abutting retirement home, requesting that a "Three Hour Parking Time Limit" regulation be implemented on the street. Presently, unrestricted parking is available on both sides of the street in this area except on the west side during the morning rush hour and on the entire street overnight. The residents have expressed concern regarding non-resident long-term parking in this area.

The implementation of the requested regulation would eliminate long-term non-resident parking. All of the petitioners indicated their support of the proposed regulation. Therefore, since representatives of 90% of the abutting properties have signed the petition, the Traffic Department concurs with the request to limit parking (when permitted) to three hours in duration.

Bay Street is designated as a "Through Street", and as such parking is prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day in order that street maintenance operations can be conducted overnight with minimal effect to traffic movement. The Traffic By-law does not allow the issuance of permits to exempt local residents from time limits on "Through Streets" since parking on the street is only a matter of convenience for those residents since they must have alternative parking areas for overnight parking. However, the resident who circulated the petition has informed us that none of these residents want exemption permits.



FOR ACTION

2864

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services


DATE: 1989 June 8
COMM FILE: TEC-139-89
DEPT FILE: 3-9.2

SUBJECT:

Both Sides of Delmar Drive, east of Columbia Drive - Parking Regulations.

RECOMMENDATION:

- a) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be changed to a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Delmar Drive between Columbia Drive and a point 597 feet easterly therefrom; and
- b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Delmar Drive between Columbia Drive and a point 597 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


FR M.F. MAIN

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

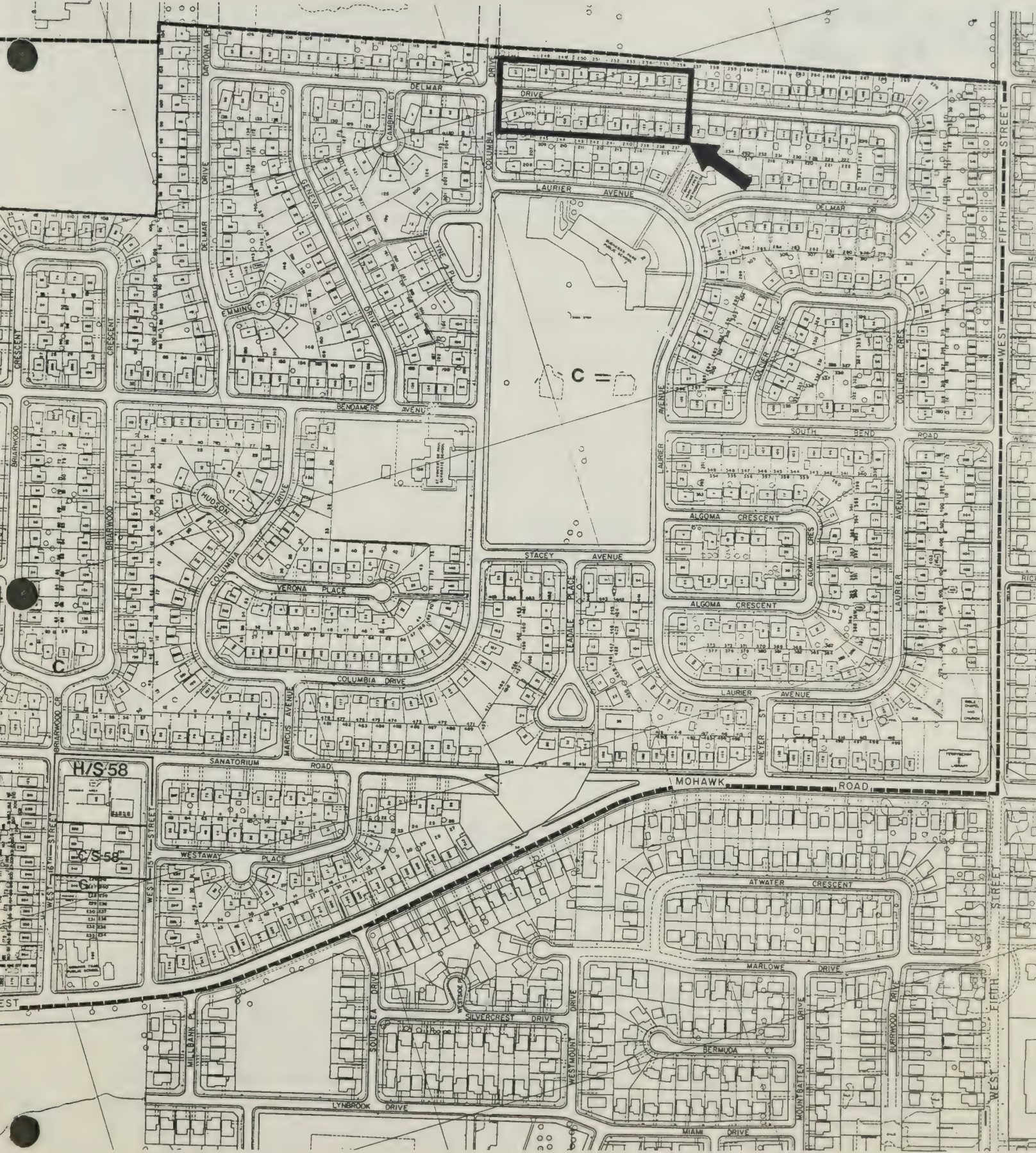
Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 20 one, two and three family dwellings on Delmar Drive in the section between Columbia Drive and the walkway to Laurier Avenue, a distance of approximately 600 feet, requesting that a "One Hour Parking Time Limit, 8:00 a.m.

to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of the street, and that the existing two hour time limit on the north side be changed to a one hour limit because of long-term parking by Mohawk College students.

Presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of the street in this area and unrestricted parking on the south side. Concerns have been expressed that the two hour limit does not entirely eliminate long-term parking by Mohawk College students and also, that the time limit on the north side forces most of the students to the south side of the street. Therefore, since 80% of the abutting residents have indicated that they support the regulations, the Traffic Department concurs with the request.



FOR ACTION

29(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

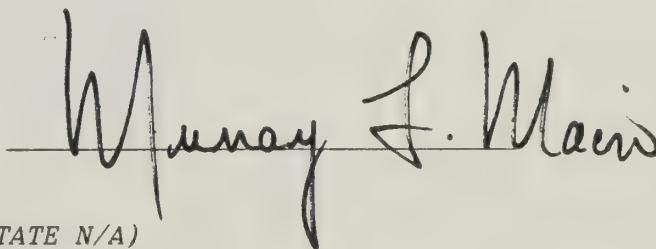
DATE: 1989 May 29
COMM FILE: TEC-125-89
DEPT FILE: 3-10.9

SUBJECT:

69 Aikman Avenue - Request for a Time Limit Exemption Permit.

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first four applicants residing in the apartment building at No. 69 Aikman Avenue.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$8.00 in revenue each month from the sale of parking permits to residents at 69 Aikman Avenue.

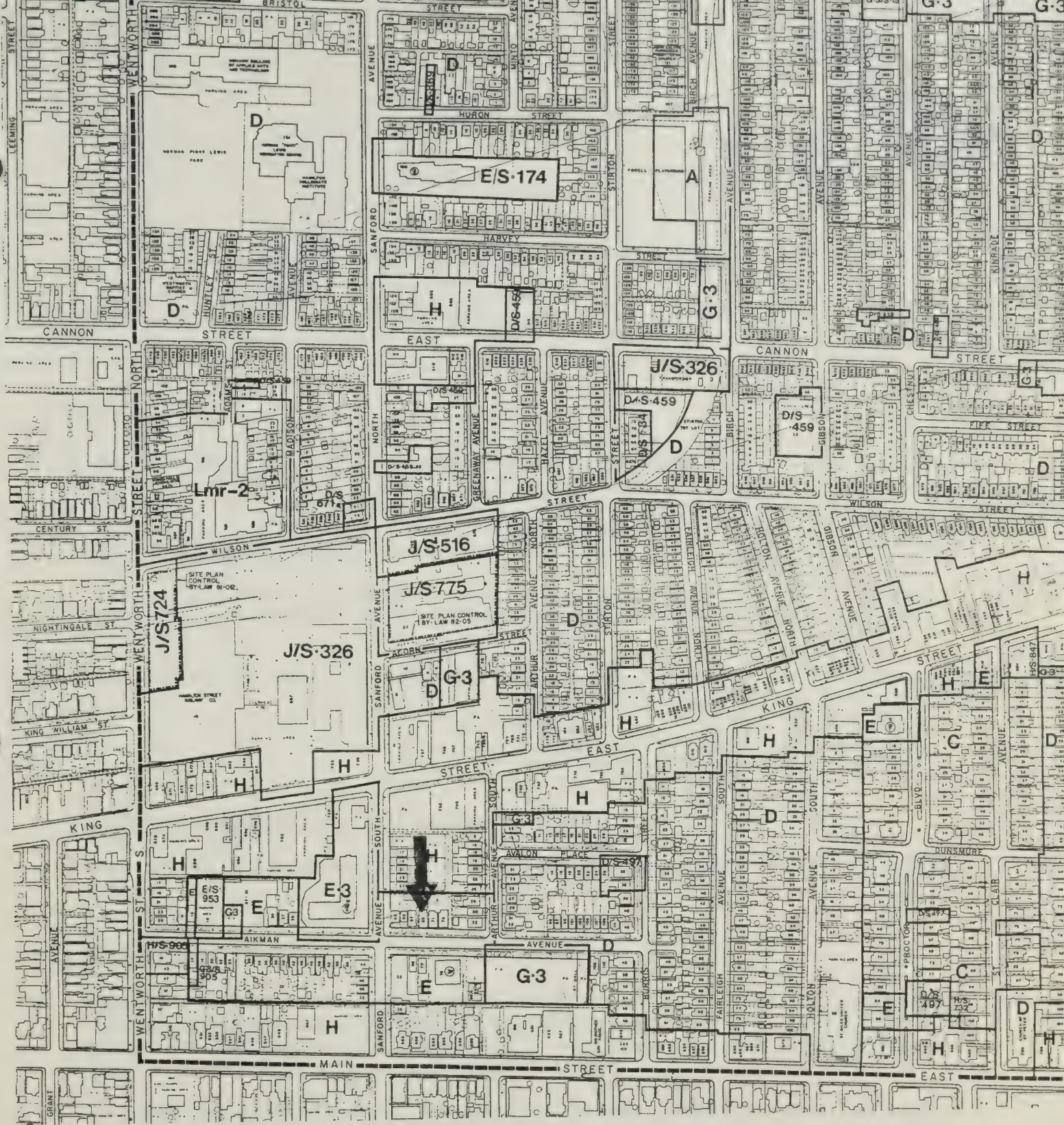
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at 69 Aikman Avenue, that time limit exemption permits be issued to residents of this building. The building is located on the north side of Aikman, east of Sanford Avenue South, and the applicant has indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit" regulation on Aikman Avenue.

Investigations revealed that there are six dwelling units in the subject building, and that there are two off-street parking spaces available on the property. Past practice of the Transport and Environment Committee has established a policy that generally time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Aikman in this area consists generally of single family homes.

Periodic observations reveal that Aikman Avenue is moderately parked during the day, and since there has not been a great demand for permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of six off-street parking spaces in accordance with the current Zoning By-law requirements. However, past practice has been to issue a maximum of one permit per unit for which parking spaces are not provided. Therefore, since there are six units in the building and two existing off-street parking spaces provided, it would be appropriate to issue a maximum of four parking permits to the residents of this building, on a first come first served basis.



69	70	71
95	48	128
125	124	12

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary.

FOR ACTION

2900

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

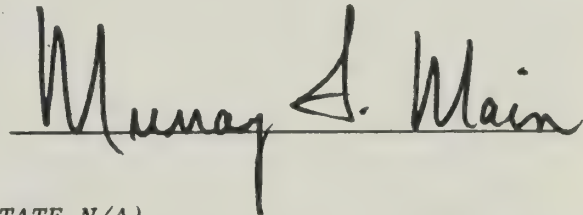
DATE: 1989 May 15
COMM FILE: TEC-124-89
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 20 Emerald Street North - Application for a Time Limit Exemption Permit.

RECOMMENDATION:

That the Director of Traffic Services be authorized to issued one time limit exemption permit to Mr. Edward Quibell, 20 Emerald Street North.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

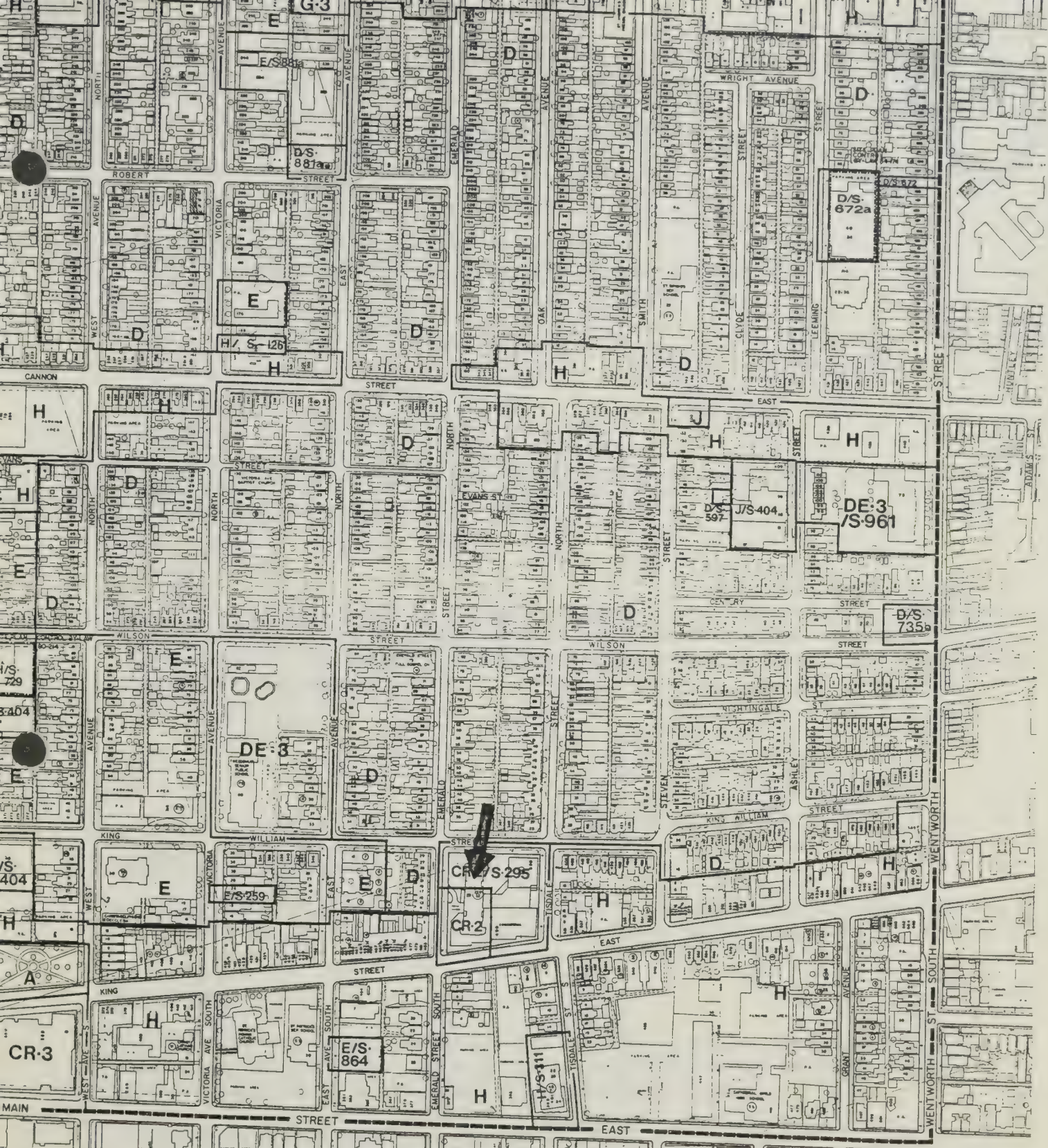
The sale of one parking permit will result in additional revenue of \$2.00 per month.

BACKGROUND:

The Traffic Department has received an application from Mr. E. Quibell who resides in the apartment building at No. 20 Emerald Street North for a time limit exemption permit since his pick-up will not fit into a portion of the underground parking area of this apartment building.

Past practice of the Transport and Environment Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional conditions. This practice ensures that long-term parking by apartment residents takes place in the off-street spaces whenever spaces are available. However, the Committee has dealt with at least three similar requests in recent years, and authorized the Traffic Department to issue one permit to each resident, whose vehicle would not fit into the underground parking areas. Therefore, it appears that a precedent has been set for approving applications from apartment dwellers under these circumstances.

The Traffic Department has confirmed that the subject vehicle will not fit into the underground parking area of this building because of low hanging pipes in certain areas. Therefore, the Traffic Department concurs with the request.



106	69	70
10	95	48
31	125	124

CITY OF HAMILTON

LANDSDALE

ZONING

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

FOR ACTION

30.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

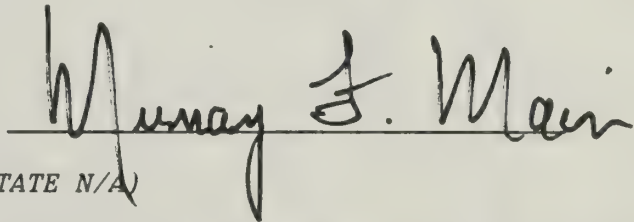
DATE: 1989 May 10
COMM FILE: TEC-113-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of King Street and Haddon Avenue - Removal of School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school traffic officer presently assigned to the intersection of King Street and Haddon Avenue be removed during the lunch hour crossing period only.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

An annual reduction of \$1,668.00 will result by removing the school traffic officer during the lunch hour crossing periods at this location.

BACKGROUND:

The Regional Police Department conducted studies at the intersection of King Street and Haddon Avenue on 1989 April 24 to determine if a school traffic officer was required during the lunch crossing periods.

The Regional Police concluded from their study that a school traffic officer is not required during the lunch hour period since no junior elementary school children crossed, and that the five senior students who did cross, did so "without a safety risk". Therefore, the Regional Police have recommended that the school traffic officer be removed during the lunchtime crossing period, and the Traffic Department concurs with the recommendation of the Regional Police Department.



FOR ACTION

31.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. M. F. Main
Director of Traffic Services

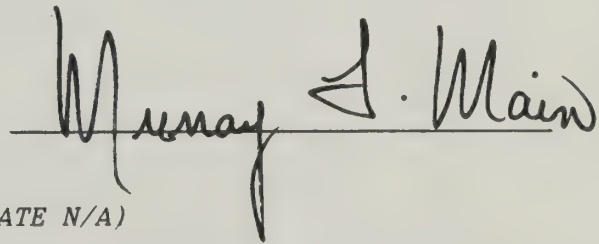
DATE: 1989 May 16
COMM FILE: TEC-120-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Dover Drive and Nash Road - Request for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Dover Drive and Nash Road at this time.

Murray A. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

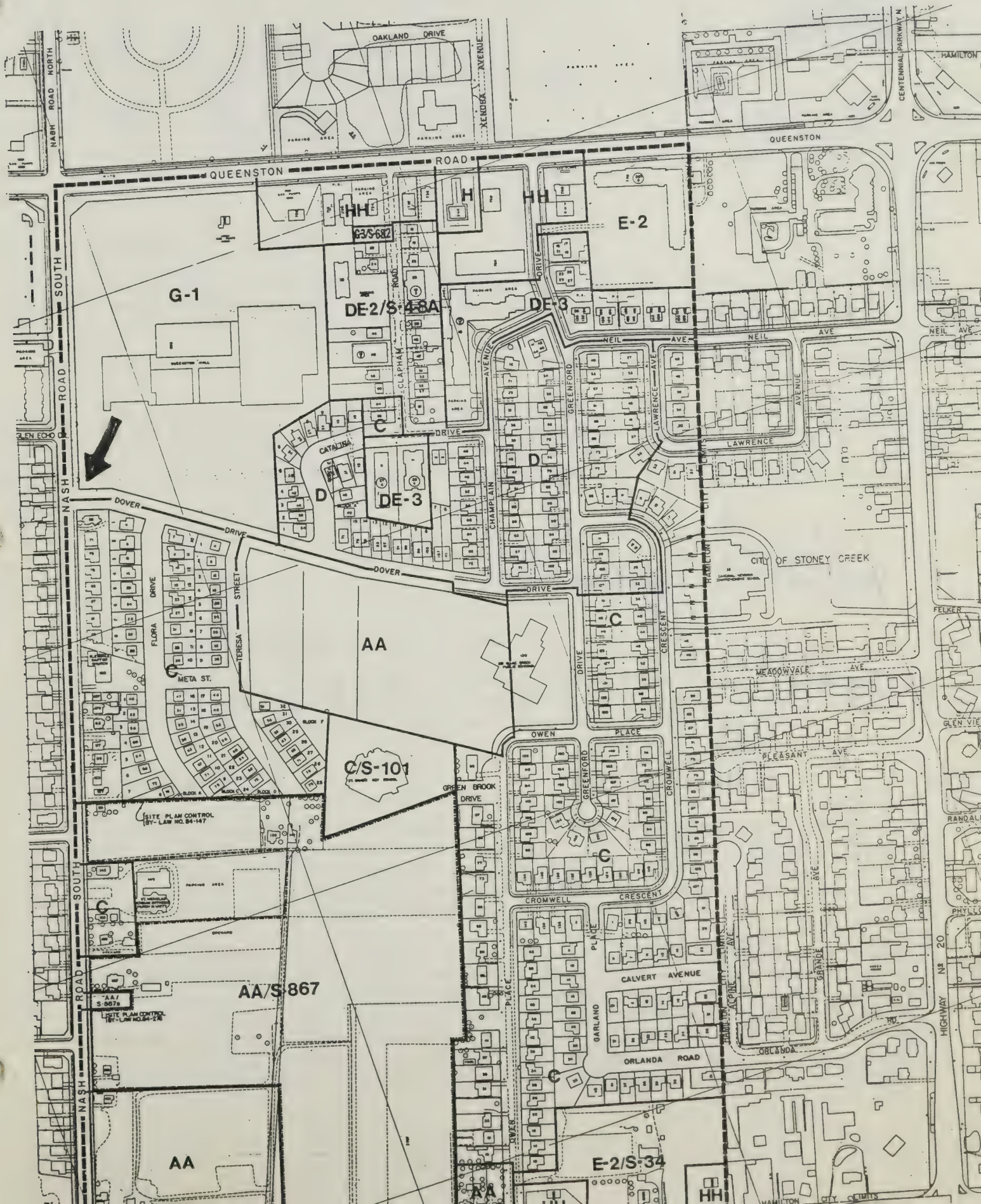
The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$6,882.00, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

The Traffic Department has received a request from Mr. D. Kelterborn, Hamilton Board of Education, that a school traffic officer be assigned to the intersection of Dover Drive and Nash Road. The subject intersection is a "T" type intersection, and presently, westbound traffic on Dover is required to stop for northbound and southbound traffic on Nash. A school traffic officer was previously assigned to this location, but was removed in 1988 since there were very few children crossing at this location. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1988 January 11, and again on 1989 April 18 and 19, and observed only three crossing movements across Nash and one across Dover in the morning, three across Nash and one across

Dover in the lunch period and only one crossing movement across Nash and none across Dover in the evening crossing period. The Regional Police have concluded, in part, that "there were few safe gaps and only a small number of students crossed at this location". They also noted that there was no significant change from the previous study in January 1988 which recommended removal of the school traffic officer. Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this location at this time.



FOR ACTION

32.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

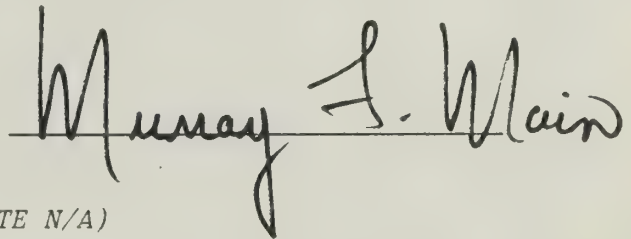
DATE: 1989 April 13
COMM FILE: TEC-99-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Queensdale Avenue East and East 18th Street - Request for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Queensdale Avenue East and East 18th Street at this time.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently \$6,882.00, and presently, there are no funds budgeted for additional School Traffic Officers.

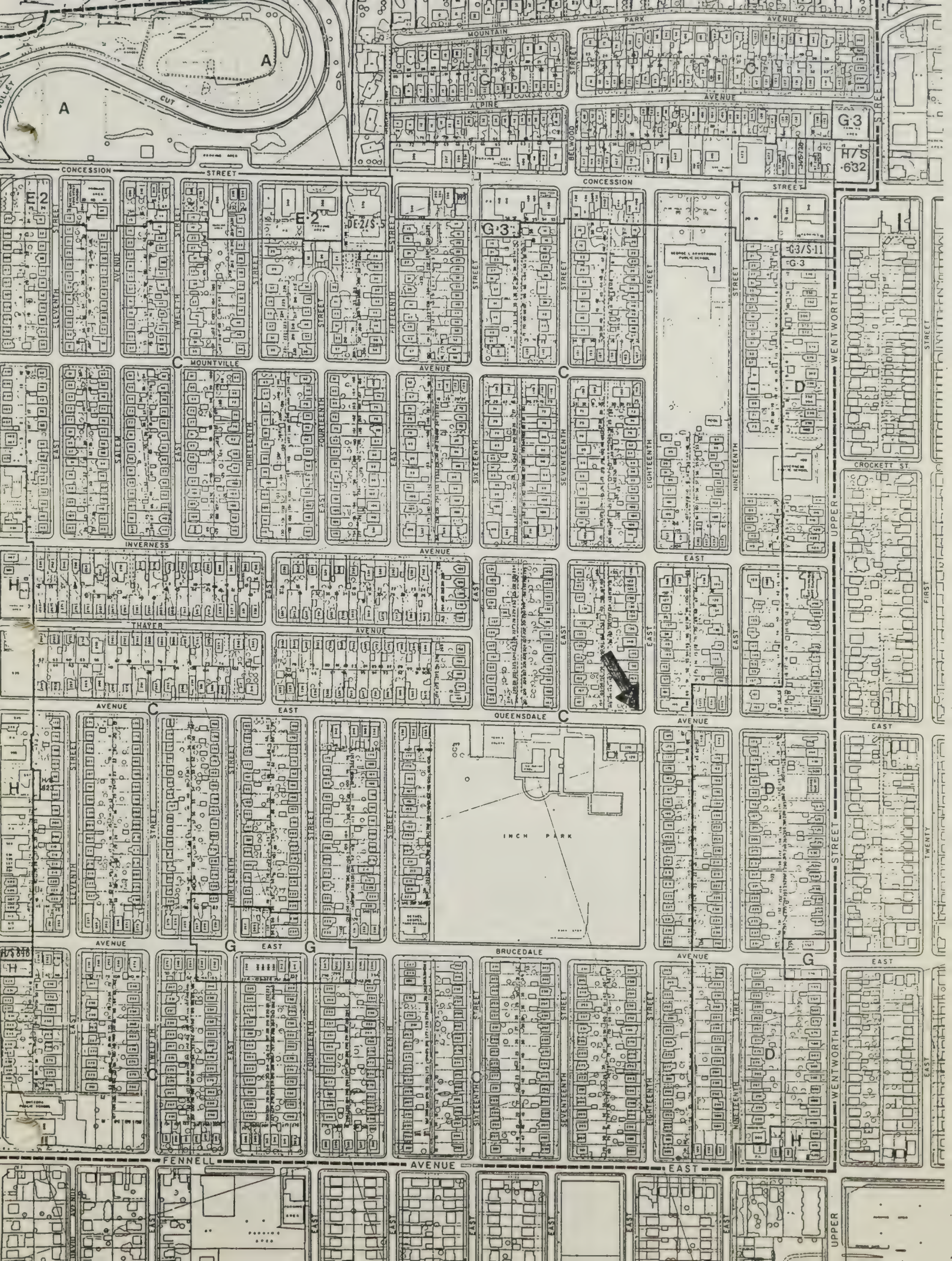
BACKGROUND:

Alderman Henry Merling has advised the Traffic Department of a request from Mrs. Florence Sibley, 254 East 14th Street, that a School Traffic Officer be assigned to the intersection of Queensdale Avenue East and East 18th Street. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 March 23, and observed 12 crossing movements by children across East 18th and 94 crossing movements by children across Queensdale during the three crossing periods. However, the lunch hour period was substantially higher than normal because several children crossed to watch and participate in a hockey game who normally do not cross here. The Regional Police have also noted that there were sufficient gaps in traffic on Queensdale to allow children to cross since

there is a three-way stop one block west at East 17th and a traffic signal two blocks east at Upper Wentworth. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicate that there has been only one reported collision at this intersection in the past nine years, and this collision did not involve a pedestrian. Thus, the intersection is operating safely, and the Traffic Department concurs with the recommendation of the Regional Police Department.



FOR ACTION

33.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

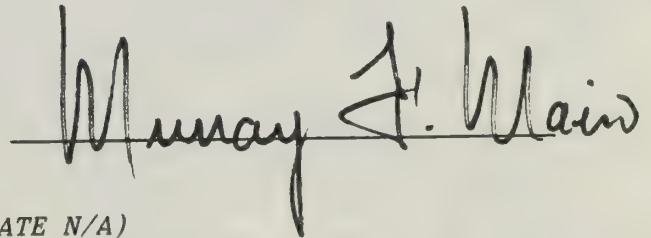
FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 May 10
COMM FILE: 3-9.7
DEPT FILE: TEC-28a-89

SUBJECT: North side of Sussex Street, west of Emerson Street - extension of school bus loading zone.

RECOMMENDATION:

- a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Sussex Street commencing at point 52 feet west of Emerson Street and extending to a point 166 feet westerly therefrom be extended, such that the regulation commences at Emerson Street and extends to a point 218 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Transport and Environment Committee, and subsequently the City Council on 1989 February 14, approved a request by the Hamilton-Wentworth Roman Catholic Separate School Board that a school bus loading zone be implemented on the north side of Sussex, west of Emerson, to accommodate four school buses. However, when preparing to erect the necessary signs, the Traffic Department encountered a problem with erecting the "No Stopping, School Bus Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" signs in combination with the "Alternate Side Parking", "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" and "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" signs which presently existed on the street to the east and west of the school bus loading zone. Therefore, in order to facilitate the signing of this regulation and to eliminate any enforcement problems, the Traffic Department, under the direction of the Chief of Police, extended the existing school bus loading zone by an additional 52 feet, and now recommends that the Traffic By-law be amended accordingly.

An extension to the school bus loading zone should not create any parking problems, since the area is immediately adjacent to the staff parking lot for Canadian Martyrs Separate School, and since parking would still be permitted in this area after 6:00 p.m., Monday to Saturday and all day on Sundays.



FOR ACTION

34.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

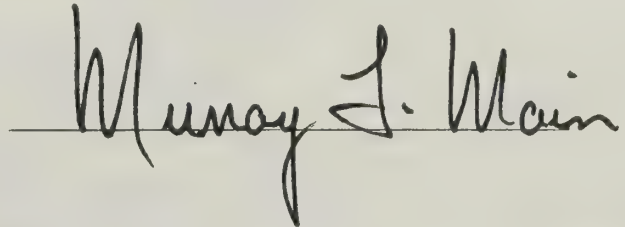
DATE: 1989 May 30
COMM FILE: TEC-131-89
DEPT FILE: 3-9.1

SUBJECT:

East side of Birch Avenue, North of Cannon Street East - Removal of Loading Zone.

RECOMMENDATION:

- a) That the existing loading zone on the east side of Birch Avenue commencing at a point 87 feet north of Cannon Street East and extending to a point 20 feet northerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



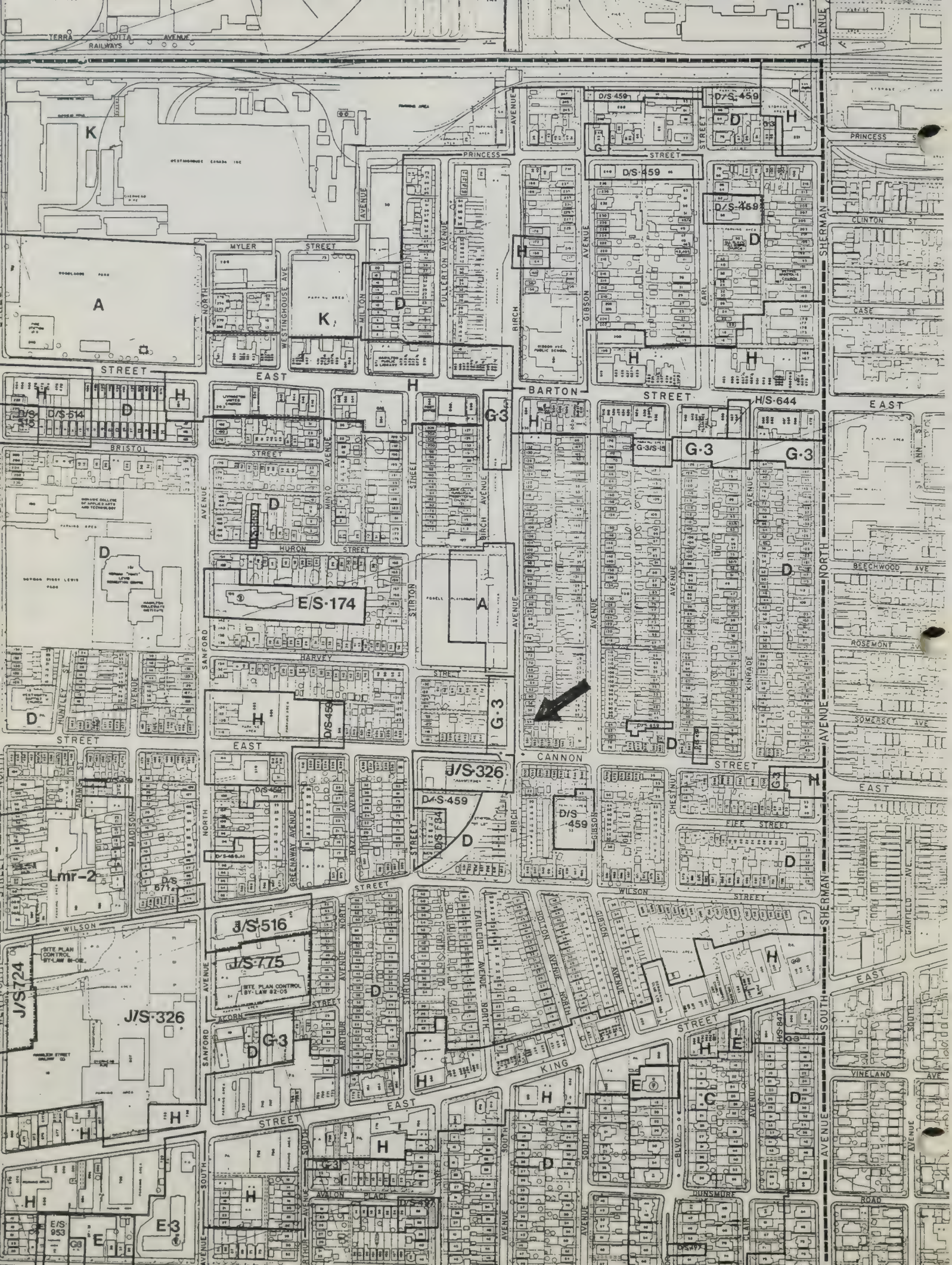
FINANCIAL IMPLICATIONS: (IF NONE. STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

The Traffic Department has received a request from the resident of No. 54 Birch Avenue, that the existing loading zone, which is located directly in front of his home, be removed since he is in the process of installing a front yard parking space.

An investigation by staff has revealed that the subject loading zone was implemented to allow deliveries to a local variety store. However, casual observations and comments by the variety store owner have confirmed that the loading zone is seldom ever used. The installation of the approved driveway will prohibit stopping such that loading and unloading can no longer legally occur at this location. Therefore, the Traffic Department concurs with the request.



FOR ACTION

35.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

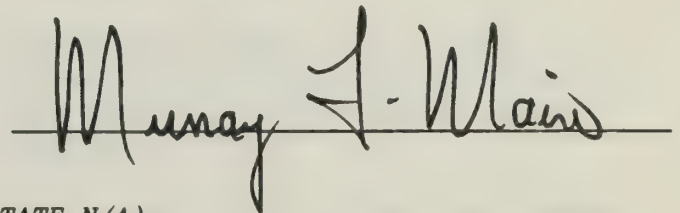
FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 May 29
COMM FILE:
DEPT FILE: TEC-126-89

SUBJECT: Traffic Department Sign Shop Ventilation Study

RECOMMENDATIONS:

- (a) That the Environment Health and Safety Management Firm of Ridesic, Preisman and Robinson Consultants Incorporated (R.P.R. Consultants) of Mississauga, Ontario be hired to conduct studies at the City of Hamilton, Traffic Department Operations Centre sign fabrication facilities and provide recommendations to address occupational health and safety concerns relating to ventilation at the existing and proposed facilities; and
- (b) That the cost of the study to be carried out by the consultants shall not exceed \$6,000.00; and
- (c) That 75% of the cost of the study be funded from Capital Project Account CF 5418 758841001. Sufficient funds exist in 1989 current accounts to fund the remaining 25% of the cost of the study.
- (d) That the work shall be carried out and a report completed by 1989 August 15.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The study will cost \$4,468.45 as presently structured. There is a possibility of an additional expenditure on the study to a maximum of \$6,000.00 if additional reviews are required.

An expenditure on building renovations or equipment modifications may be required, if recommended by the study.

BACKGROUND:

Early in 1989, concerns relating to potential exposure of employees to controlled substances in the Traffic Department Sign Shop were brought to the attention of the Safety Officer at the City of Hamilton Human Resources Centre. The Safety Officer then carried out a number of tests. A report describing the tests and the recommendations of the Safety Officer is attached.

The report highlighted a number of areas of concern. The majority of minor items have already been addressed. However, several of the recommendations indicated the possible need for improved mechanical ventilation. Preliminary cost estimates provided by the Property Department indicate estimated costs in excess of \$16,000.00. Therefore, rather than proceed now with modifications based on preliminary test results, it is recommended that a full engineering study be carried out by an independent consultant in order to more accurately determine the extent of concerns. Such an engineering study would include full recommendations for modifications necessary to improve ventilation conditions to an acceptable level. The Safety Officer has provided the name of a consultant (RPR Consultants) fully qualified to carry out the necessary studies. A cost estimate for the work to be carried out by the firm has also been attached.

One alternative course of action is to delay the study until the Traffic Department moves into its new facilities (late 1991). This course of action was rejected based on the recommendation from the Safety Officer that the concerns regarding ventilation should be addressed immediately. In accordance with the regulations of the Occupational Health and Safety Act it is incumbent on the employer to ensure that a safe working environment is provided for all employees. There is potential that failure to carry out adequate testing would lead to Ministry of Labour intervention.

As most of the information obtained from the proposed study will be valuable for the design of the sign fabrication facilities in the new traffic operations building, it is recommended that 75% of the funds for this work be from the Capital Project account which is designated for construction of the new traffic operations centre. The remaining 25% will be funded from 1989 current maintenance accounts.



Human Resources Centre

February 7, 1989.

Memo to: Al Cochrane,
Shop Superintendent,
Traffic Department.

From: Les Fenyvesi,
Safety Officer.

Subject: WORKPLACE AUDIT-TRAFFIC DEPARTMENT

-SCREENING AREA
-SCREEN CLEANING AREA
-SPRAY PAINT BOOTH AREA

Recent visits (January 23 and February 1) to the Lincoln Street facility have revealed possible areas of concern with respect to employee exposures to controlled substances such as TOLUENE, KETONES, VARSOL AND RELATED THINNER BASED PAINT PRODUCTS used in various painting processes. The investigative visits were prompted by employee concerns about general ventilation requirements made during an earlier visit a few months previous.

The following observations and general recommendations are submitted for your review and immediate response. Preliminary sampling and testing of air flow were observed by yourself and your supervisory staff. The employee Health and Safety representative was not available during the visit due to other commitments.

AREAS OF CONCERN:

1) The mechanical ventilation systems currently available at the specified work locations did not appear compatible with some of the work processes for which they were being used. The units, in general, lacked proper maintenance and cleaning records.

-Smoke tube tests indicated that the ventilation system at the screening table operation is not capable of sufficiently drawing fumes generated by the operation which is set up at the opposite end of the table which is remote from the suction area of the system.

-Smoke tube tests also indicate that the screen cleaning fume hood system has insufficient draw to prevent splashback and varsol vapour dispersal into the workplace.

-Ventilation system in the paint spray booth area was not working to optimum capacity as one of the three fans was not functioning and the filter media had not been cleaned. There was no information available with respect to regular maintenance or cleaning systems performed on any of the units.

... 2

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH AND THE CORPORATION OF THE CITY OF HAMILTON

25 Main Street West, 19th Floor
Hamilton, Ontario
Telephone (416) 526-4462

Mailing Address:
P.O. Box 40, Station A
Hamilton, Ontario L8N 3A2

Fax No. (416) 526-2650

-Material from the screening process is placed onto drying racks directly beside the screening table. The material continues to emit residual vapours into the environment. Gastec "toluene" detector tubes revealed excessive vapour concentrations in the immediate area.

IT IS RECOMMENDED THAT:

- i) systems be modified and upgraded to adequately provide protection for workers utilizing them. The Safety Section would be pleased to assist by arranging for a full assessment to be conducted by a qualified ventilation expert and to provide advice and direction on required modifications. This consultive process would cost your department approximately \$3,000. A complete estimate would be provided prior to commencement of any such assessment.
 - ii) the screening table process be set up closer to the exhaust duct to provide more effective elimination of fumes in the interim.
 - iii) the finished material placed onto drying racks (approx. 150 - 200 units per rack) be provided with mechanical ventilation while left in the work area.
- 2) Employees working at the screening tables were wearing half face piece respirators. One employee was wearing a respirator with a broken neck strap rendering the respirator ineffective. Employees have not received formal training in proper use and maintenance of respirators although their supervisor has reviewed general principles with them.

IT IS RECOMMENDED THAT:

- i) employees exposed to the possible inhalation of controlled product vapours be required to undergo formal respirator training. That the current use of half face piece respirators be substituted with the use of full face piece units in order to provide not only respiratory protection but also protection from skin and eye contact with the materials such as toluene and ketones which are readily absorbed through the skin. The operations observed present a serious potential for splashing and spray mist exposures.
- 3) An eye wash station located at the screen cleaning area has a broken control mechanism and is currently being utilized as a steady flow water fountain.


IT IS RECOMMENDED THAT:

- i) all emergency safety equipment be clearly identified, properly maintained and utilized exclusively for its intended purpose.

- 4) W.H.M.I.S. Regulations: jerry cans used for toluene were inadequately labelled. Certain paint cans had labels badly defaced with paint drippings. Proper workplace labels are available from the Safety Section upon request.
- 5) Employees state that certain paints and vinyl operations emit extremely foul odours. If possible, substitution for solvent based paints and the possible elimination or isolation of certain operations should be considered.

In summary, it is recommended that steps be taken, as soon as practicable, to upgrade and improve the ventilation systems to provide more efficient protection for workers from fumes emitted by certain processes. It is understood that a move is imminent within the next two to three years. Consideration should be given to incorporating efficient ventilation systems in the new location and also to improving the systems currently utilized until the move is finalized.

The information presented in this preliminary report is submitted for your information to assist you in providing adequate protection for your employees. Should you require additional information please do not hesitate to contact me.

A handwritten signature in dark ink, appearing to be 'J. Johnston', is written over a horizontal line. A vertical line extends downwards from the signature, passing through the 'LF/' and 'cc:' lines.

.....
LF/

cc: J. Johnston,
Manager, Labour Relations.

April 5, 1989

PL-114

Les Fenyvesi
Safety Officer
Regional Municipality of Hamilton-Wentworth
City of Hamilton
25 Main Street West
19th Floor
Hamilton, Ontario
L8N 3A2

Dear Mr. Fenyvesi:

Thank you for contacting RPR Consultants Inc. to address your occupational health safety needs.

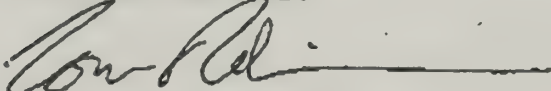
With regards to the paint screening process observed on March 29th, we feel that six air samples need to be taken on one day under worst case conditions. This would include both area and personal samples in the screening room itself as well as the wash area.

The scope of work includes preparation time, actual field work, report preparation and any required meetings. Since an industrial hygienist will be on-site to take air samples, we will also conduct ventilation testing at no additional cost, aside from equipment rental which has been included in the cost estimate.

We hope that this proposal meets with your approval, and we look forward to serving you.

Yours very truly,

RPR CONSULTANTS



Tom Robinson, M.Eng., C.I.H.
Vice President, OH&S

IK/ps

FILE					
REC'D APR 06 1989					
To	Initials	Info.	Act	R	
M.F.M.					
H.L.S.					
R.W.K.					
M.B.H.					
R.W.H.					
W.L.D.					
B.J.M.					
M.A.S.					
E.N.S.					

COST ESTIMATE - PL-114

ORGANIC SOLVENT VAPOUR MONITORING

Professional Fees

C.I.H.	1 day x \$760/day	\$ 760.00
Industrial Hygienist	5 days x \$440/day	2,200.00
Secretarial	1 day x \$200/day	200.00
		<hr/>
		\$3,160.00

Expenses

Equipment Rental		
6 pumps @ \$51.25/day		\$ 307.50
7 charcoal tubes (includes blank)		
@ \$2.00/tube		14.00
1 velometer @ \$100.00/day		100.00
Laboratory Analysis		
assuming 3 target ingredients:		
\$81.00/sample		567.00
Travel (\$0.30/km)		126.00
Photocopying		25.00
Telephone, Courier, etc.		50.00
		<hr/>
		\$1,189.50
10% Administration		\$ 118.95
		<hr/>
	TOTAL	\$4,468.45

FOR ACTION

36.

REPORT TO: Mr. B. Prowse, Secretary
Transport and Environment Committee

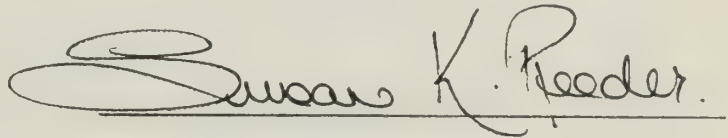
FROM: Susan K. Reeder, Secretary
Planning and Development Committee

DATE: 1989 April 25
COMM FILE:
DEPT FILE:

SUBJECT: Bench Advertising

RECOMMENDATION:

- (a) That the current programme of permitting benches for advertising purposes on sidewalks abutting Regional Roads within Hamilton be phased out; and
- (b) That the Commissioner of Regional Engineering be directed to investigate the feasibility of establishing a programme to enable businesses, organizations and individuals to donate benches with small inscriptions of recognition for placement adjacent to Regional Roads in Hamilton; and
- (c) That Regional Council be advised of the above-noted City recommendation, and be requested to phase out bench advertising adjacent to all Regional Roads.



Susan K. Reeder, Secretary

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Planning and Development Committee, at its meeting held Wednesday, 1989 April 12th, **APPROVED** the above-noted recommendation forwarded to them by the Urban Design Committee.

The report of Urban Design Committee, with respect to this matter is attached.

25 April 1989

Mr. B. Prowse, Secretary

Transport and Environment Committee

Page 2

Continued

SKR:dbm

Attch.

c.c. - Alderman J. Smith, Chairman
Urban Design Committee

- Mr. C. Armitage
Hamilton Bench Advertising Limited
585 Main Street East
Hamilton, Ontario
L8M 1J4
- Mr. S. Spencer
Commissioner of Regional Engineering

FOR ACTION

REPORT TO: SUSAN REEDER, SECRETARY
PLANNING AND DEVELOPMENT COMMITTEE

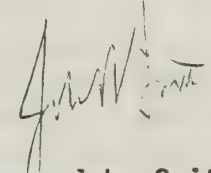
FROM: ALDERMAN JOHN SMITH
CHAIRPERSON
URBAN DESIGN COMMITTEE

DATE: 1989 April 4
COMM FILE:
DEPT. FILE: P5-4-7-13

SUBJECT: BENCH ADVERTISING

RECOMMENDATIONS

1. That the Planning and Development Committee request the Transport and Environment Committee to:
 - a) Phase out the current program of permitting benches for advertising purposes on sidewalks abutting Regional Roads within Hamilton; and,
 - b) Consider a program enabling businesses, organizations and individuals to donate benches with small inscriptions of recognition for placement adjacent to Regional Roads in Hamilton.
2. That Regional Council be informed of the above recommendation, and be requested to phase out bench advertising adjacent to all Regional roads.


Alderman John Smith
Chairperson
Urban Design Committee

Approved by P&D
1989 April 12.

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

At present, the Regional Engineering Department administers a program through which businesses or organizations are permitted to place benches on sidewalks abutting Regional Roads for advertising purposes. A total of 179 benches are currently covered by this agreement and up to 500 benches would be permitted. Such benches are governed by a series of conditions and criteria for location, which are summarized in the attached list in Appendix "1".

The benches are prohibited in the downtown area of Hamilton, defined for these purposes as the area between Main and Wilson Street, and between Bay and Wellington Streets. Benches adjacent to Regional Roads outside the City of Hamilton are permitted only with the written approval of the affected area municipality. Many of them are located in areas such as Queenston Road and Centennial Parkway. The fee for the placement of these benches is \$22 for the year 1989. This would translate into a total annual income of approximately \$3,838.

ANALYSIS

The benches are used for advertising a variety of business enterprises such as real estate companies and agents, legal services, retail stores, etc. Some of the signs are provided for non-profit organizations. Conditions are set out in an agreement prepared following the approval by Regional Council of a By-law on April 7, 1987, resulting from a report to the Engineering Services Committee.

The intent of the benches is to provide additional pedestrian seating by means of allowing advertising. However, the use of these benches for seating appears to be limited. Many of them are located in awkward places, such as at the very corner of busy intersections within only a few feet of the travelled roadway, or on a sloped landscaped area above the sidewalk. The benches do not appear to be as well constructed and safe as City owned benches, and seating surface is often sloped. The agreement does not address the design or comfort level of the benches, and few people have been observed using them.

There are also concerns about the appearance of the benches. The signs placed on the seat backs are generally large and may have oversize pictures or graphics on them. In some cases, these sign graphics are out of context with the surrounding land uses, such as schools, parkland and designed streetscapes. A photograph inventory illustrating some of these concerns is available.

The Urban Design Committee, a sub-committee of the Planning and Development Committee, at their meetings of November 28, 1988 and January 30, 1989 expressed concerns about the design of these benches, and their impact on the overall streetscapes. They create visual clutter or contribute to it, and are not in keeping with the image Hamilton is trying to create. There is increasing awareness of urban design and its importance in contributing to a healthy economy. The revenue generated by the bench advertising agreements is limited. At present, the 179 benches generate a total of \$3,838 in fees per year. This amount does not seem significant in terms of overall budgets and costs for engineering services. The present agreements are for a period of four years, unless terminated earlier as permitted by the by-law conditions.

A survey has been carried out to determine the extent of bench advertising in adjacent municipalities. The results, summarized in Appendix "2", indicates that Burlington, Mississauga and Toronto City Councils have all rejected various proposals for bench advertising, mostly for aesthetic reasons. These municipalities are strongly opposed to bench advertising. Some such benches are provided in North York, East York and Newmarket.

The provision of additional pedestrian seating could be achieved by means other than the present bench advertising program. The City does provide City-owned benches for pedestrians at some high-traffic locations, especially in the downtown area. Consideration could be given to increasing the number of City-owned benches, where warranted and as possible. Alternatively, businesses and organizations could be encouraged to provide good quality benches in appropriate locations, in exchange for a tasteful small inscription of recognition on the benches. This could take the form of a small plaque, which would be scaled more toward the passing pedestrians and users of the benches, than the high-speed vehicular traffic. Consideration could also be given to other more aesthetic forms of advertising to cater to the demand of current bench advertising users.

CONCLUSION

In the interests of good urban design, and the continuing enhancement of the City's image, the present program of bench advertising should be phased out as soon as possible. Alternative means of recognizing businesses who provide additional pedestrian seating should be investigated.

VG:s/cs
Attach.
0125P

BENCH ADVERTISING
AGREEMENT CONDITIONS

Conditions for the privilege of placing benches on sidewalks abutting Regional roads:

1. Annual fee of \$21.00 for 1988, \$22.00 for 1989 and \$23.00 for 1990.
2. The applicant provides an inventory listing exactly where benches are placed.
3. The applicant provides a map showing the location of where each bench is situated.
4. Prior to the placement of any bench, approval of the Neighbourhood Businessmen's Association must be obtained.
5. The applicant shall make available to the Region 5% of the benches for local service organizations.
6. The applicant shall provide insurance policies for any claim for damages, injury or death.
7. The applicant will, at all times, keep and maintain the benches in a good and proper state of repair and safety.
8. This agreement shall be for a period of four years.

There are 179 benches covered by this agreement.

Bench Advertising Survey of Selected Municipalities

Municipality

Burlington

- not permitted
- Council has rejected proposals approximately 4 times, for aesthetic reasons

Oakville

- no policy established for bench advertising

Mississauga

- not permitted
- Council has rejected proposals for aesthetic reasons; also not worthwhile economically

Toronto

- not permitted
- Council strictly against any advertising within the road allowance

North York

- yes, approximately 200 bench signs exist, mostly on arterial roads
- municipality controls location of signs

East York

- yes, approximately 20 bench signs, mostly on arterial roads
- municipality controls location of signs

Newmarket

- yes, approximately 40 bench signs, mostly on arterial roads
- municipality controls location of signs

FOR ACTION

37.

REPORT TO: Transport and Environment Committee

FROM: Mr. Robert C. Prowse, Secretary
Transport and Environment Committee

DATE: 1989 April 25

COMM FILE:

DEPT FILE:

SUBJECT: Water Pollution Control Federation Conference in San Francisco

RECOMMENDATION: That the Chairman or his designate be authorized to attend the 62nd Annual Conference and Exposition of the Water Pollution Control Federation, October 15-19, 1989 in San Francisco.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND: See attached.

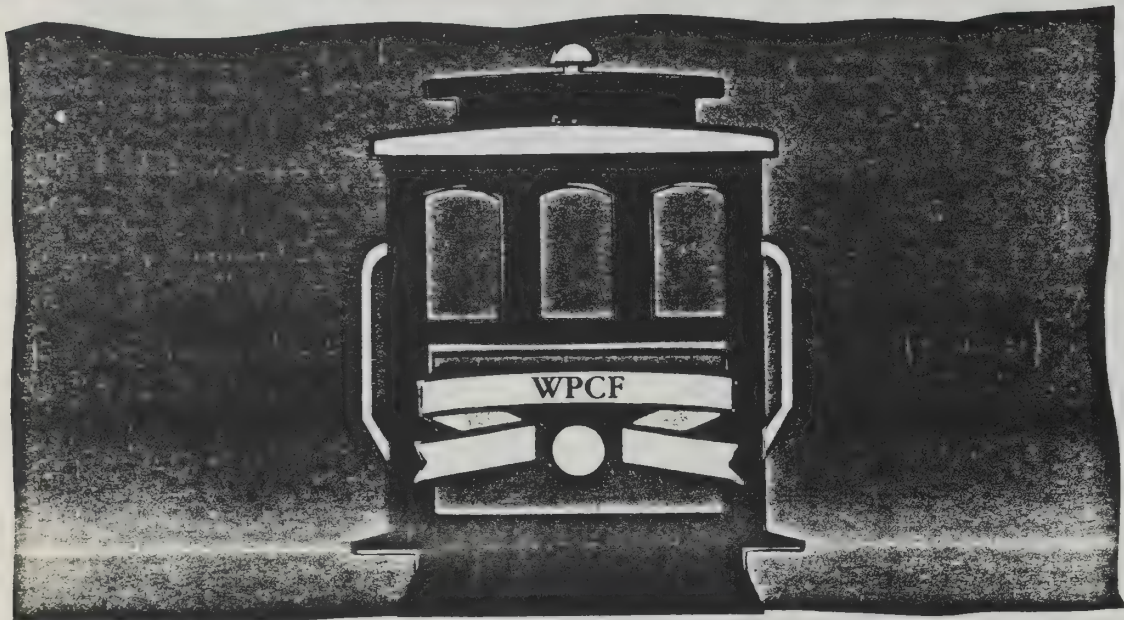
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SAN
FRANCISCO
'89

***Blending Tradition
with Opportunity***



62nd Annual Conference
Conference: October 16-19, 1989
Exposition: October 15-18, 1989



on
mity



Register By June 30
Pay No More Than Last Year

Special Early Bird Registration Offer

Specially-discounted fees for "early bird" registrants have been frozen at 1988 prices—*save as much as \$100 below on-site fees*. To realize these significant savings, simply return the enclosed Registration Form to arrive at WPCF by *June 30, 1989*.

And no waiting in lines, either to register or pick up conference materials. Your conference credentials will be premailed, saving you time upon arrival.

And another great feature accompanies this special offer. Preregister your guest for only \$50 (see "Guest Program Information" for full details).

And, for serious conference shoppers, WPCF offers for the first time a "Full Week-Expo Only" registration good for 3-1/2 days, Sunday through Wednesday. Early registrants save \$32.

Enjoy the 62nd WPCF Conference and Exposition for *less*—mail your registration early.

Guest Program

A Special Message to Spouses and Guests

We're listening! We're making the changes you've asked for, and we've tailored the San Francisco Spouse/Guest Program to fit your eclectic interests and busy lifestyle.

Your badge will read "GUEST"—and that's how we want you to feel every minute...like the honored and very welcome guest you are.

We're listening! The "Hospitality Suite" (which was off-limits to your spouse in the past) is now the CABLE CAR LOUNGE... and both conference and guest registrants are welcome. It is located adjacent to the Exposition Hall in the Moscone Center, and will include a Cafe. You can connect with friends in the morning—or, after a full day of sightseeing, meet your spouse for a cocktail.



Guest registration is \$50 (advance) when the registration accompanies your regular registration in any of the conference registration categories. The guest registration includes a complimentary guided tour of San Francisco, a special memento item selected by the California Local Arrangements Committee, the Icebreaker Reception at the Moscone Convention Center on Sunday, registration credentials, access to the exposition, and unlimited use of the shuttle bus service to and from official WPCF hotels and the Moscone Convention Center.

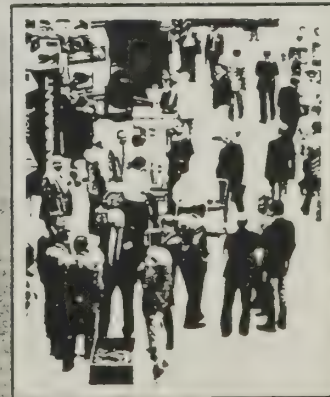
As a special welcome from Macy's on Union Square, guest registrants will receive a coupon redeemable for a variety of special gifts and discounts which includes complimentary wine when you purchase lunch, a wonderful canvas tote bag, and more.

We've maximized your sightseeing and socializing flexibility by eliminating the traditional "intimate little luncheon for 1,500." As a result, we've *slashed* the cost of registration!

The 1989 Guest Registration Program supersedes the traditional spouse registration program and provides a savings of \$50 over the 1988 spouse registration fee.

Guest Tour Program

The Local Arrangements Committee is developing a tour program that will give guest registrants an enjoyable look at the charm, beauty and fun of San Francisco. One deluxe city tour is included in the guest registration. The city tour will be offered at various times throughout the conference week so that you can build your own itinerary. All other tours are purchased separately and will be available through preregistration when announced in the summer brochure.





James E. Abbott

Welcome to San Francisco

It's been almost two decades—18 years, to be precise—since the Federation last held its Annual Conference in San Francisco. It is a dramatically different city now, bustling with a new and unique brand of urban vitality. Much has not changed, however—the city's charm, ethnic diversity, unparalleled restaurants, cultural ambience, and, of course, the scenic bay and its fog banks.

Federation conferences have seen a parallel change. This year we expect an attendance perhaps twice as high as that of the 1971 conference. The technical program and equipment exposition will be close to three times the size of that in 1971.

As with the city, some aspects of the conference have not changed. One of these is the sense of mission—a dedication to the type of professional competence on which environmental progress must be based. Unchanged also is the multidisciplinary atmosphere—scientists, engineers, and people from many ancillary fields whose common concern is clean water.

But the basic invariant characteristic of WPCF conferences is the people who attend—eager, curious, and possessing a compulsion to share common concerns, problems, and solutions.

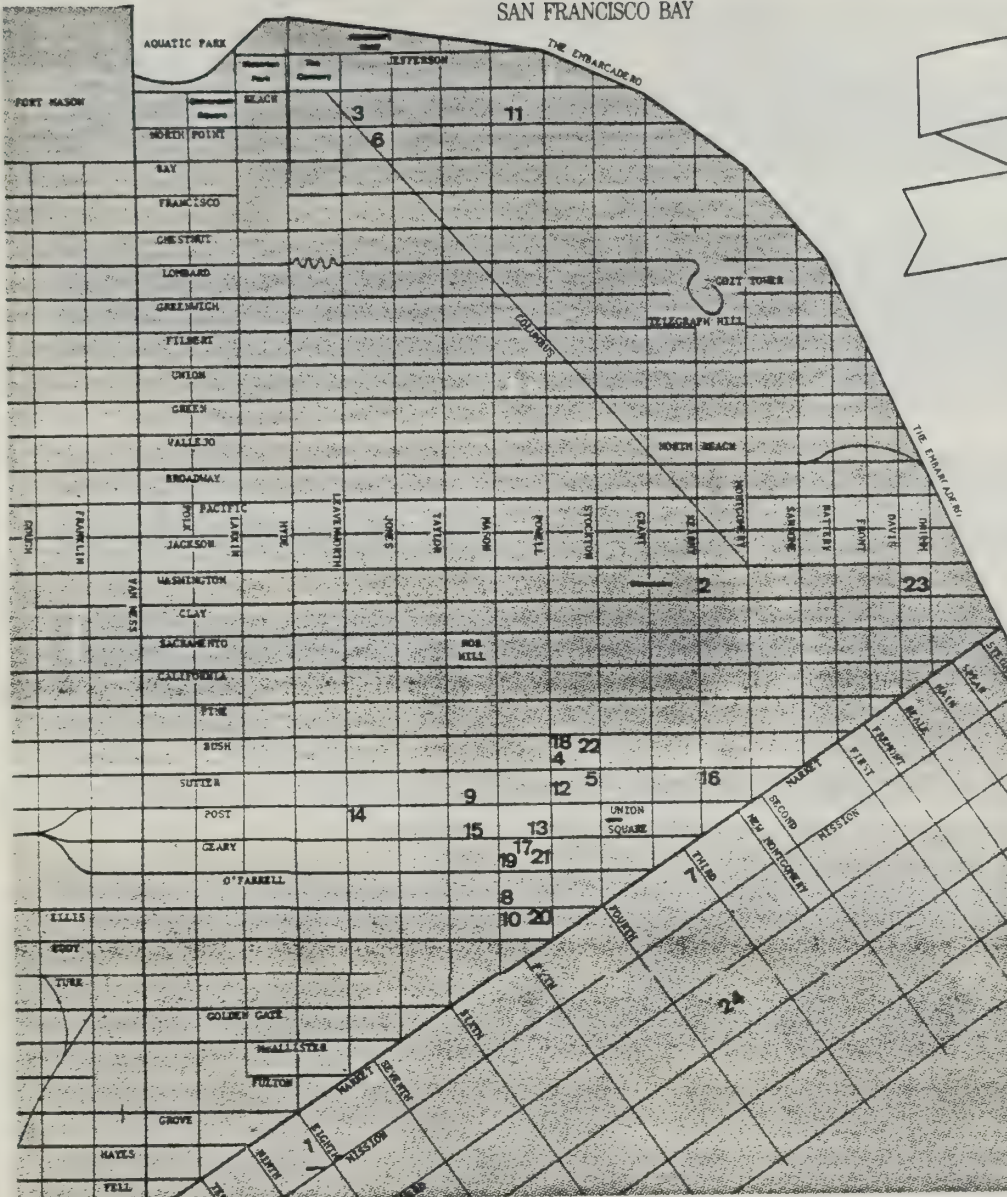
This unique blend of old and new fits well with what I have chosen as the theme for my Federation Presidency: "Blending Tradition with Opportunity." Certainly, within the past few years one hallmark of the Federation has been growth without any loss of stability. In that vein, I invite you to come grow with us, in San Francisco.

James E. Abbott
President, WPCF



HOUSING INFORMATION

San Francisco



- 1) Holiday Inn-Civic Center
- 2) Holiday Inn-Financial District
- 3) Holiday Inn-Fisherman's Wharf
- 4) Holiday Inn-Union Square
- 5) Hyatt Union Square
- 6) Marriott at Fisherman's Wharf
- 7) Le Meridien
- 8) Hotel Nikko
- 9) The Portman
- 10) Parc 55
- 11) Sheraton at Fisherman's Wharf
- 12) Sir Francis Drake
- 13) Westin St. Francis
- 14) Hotel Bedford
- 15) Hotel Diva
- 16) Galleria Park
- 17) Handlery Union Square
- 18) Juliana
- 19) King George Hotel
- 20) Monticello Inn
- 21) Villa Florence
- 22) Vintage Court
- 23) Park Hyatt
- 24) Moscone Convention Center

A ROOM WITH A VIEW: HOTELS OFFER CITY & BAY SIGHTS

Delegates preferring large, modern, sophisticated, multi-service hotels thronging with conference attendees have several options beginning with WPCF's two co-headquarter properties.

Le Meridien*, "Bon jour" awaits you at Le Meridien, one block from Moscone Convention Center, French ambiance, opened late 1983, running program for guests...

Parc 55*, two blocks from Union Square, opened October, 1984, business class features complimentary breakfast, club level offers continental breakfast, hors d'oeuvres and upgraded amenities, health club on premises...

Other larger-scale addresses include the

Hyatt Union Square*, with totally-renewed guest rooms including TV in the bath and an all-new fitness center (completion September, 1989), three restaurants for dining...

Westin St. Francis*, on Union Square, a local landmark for gracious hospitality, five outdoor glass elevators transport guests 1,000 feet per minute, restaurants/lounges...

These hotels offer three lodging levels to accommodate the varying needs of individual travelers.

Should you wish to leave your heart in something less mammoth, consider these medium-sized selections.

The Handlery Union Square*, recently underwent total renovation, exceptional value in a great location, restaurant/lounge, pool...

Holiday Inns, familiar to all travelers, offer several convenient, downtown locations: **Union Square***, **Financial District***, and **Civic Center***...

King George, one block from Union Square, art lovers will appreciate; music lovers will enjoy English High Tea with piano accompaniment...

Park Hyatt*, at Embarcadero Center, a five-block business/retail/entertainment complex; upscale European-style hotel which opened early 1989...

Hotel Nikko*, a very tasteful newcomer, opened late 1987, fitness center and pool...

The Portman*, one block from Union Square, luxury accommodations, valet on every floor; no set check-out time, automated message-taking service...

Sir Francis Drake*, on Union Square, an updated symbol of "early San Francisco," elegant and stylish...

OFFICIAL CONFERENCE HOTELS

Map Number	Hotels	Single	Double	Parlor + 1	Parlor + 2
Co-Headquarters	7 Le Meridien	\$130 160 175	Moderate Superior Deluxe	\$155 185 225	\$275 - 700 \$975 - 1200
	10 Parc 55	119 130 158	Superior Business Club	132 142 173	250 - 700 390 - 870
	5 Hyatt Union Square	140 160 175	Standard Moderate Deluxe	165 180 195	300 - 400 700 - 950
	13 Westin St. Francis	125 150 170	Standard Moderate Deluxe	150 175 195	475 630
Medium-Sized Hotels	1 Holiday Inn Civic Center	77		89	170 250
	3 Holiday Inn Fisherman's Wharf	127 138	King	143 154	275 375
	19 King George	79		89	- -
	8 Nikko	130		150	275 - 375 900
	23 Park Hyatt	135		200	- -
	9 The Portman	143 175	Standard Deluxe	158 190	- -
	12 Sir Francis Drake	92 100 116 124	Standard Moderate Deluxe Ultra	108 124 134 140	270 350
	16 Galleria Park	120		120	- -
	18 Juliana	98		98	125 - 135 -
	21 Villa Florence	109		109	129 175
Small Boutique Hotels	22 Yonkers Court				

Note: Rates do not reflect applicable taxes, currently at 11%. Not all hotels offer parking. Contact the hotel directly for availability and parking rate information.

Travelers seeking quiet, relaxed retreats might choose San Francisco Bay where properties on Fisherman's Wharf are in close proximity to each other, as well as two shopping and entertainment complexes, The Anchorage and The Cannery:

Marriott at Fisherman's Wharf*, oversized rooms, restaurant/lounge...

Holiday Inn at Fisherman's Wharf*, pool...

Sheraton at Fisherman's Wharf*, one block from the Bay, pool...

Or, opt for something a little different. San Francisco has become very well known for its small boutique hotels, mostly European in style and charm and offering a high degree of personal service. Act quickly to secure these unique, affordable quarters.

Hotel Bedford*, three blocks to Union Square, VCR in each room (video library available), adjacent restaurant/bar...

Hotel Diva, two blocks from Union Square; comfy, high-tech rooms all with VCRs (tape library); IBM PCs gratis for guest use, complimentary continental breakfast...

Galleria Park, three blocks to Union Square, classic San Francisco architecture combined with modern amenities, rooms have home-like decor, outdoor running track and park...

Hotel Juliana*, on Nob Hill side of Union Square, rotates collections of artwork supplied by local galleries, VCR/movie service...

Monticello Inn*, two blocks to Union Square, elegant urban inn with early American antiques, country colonial room decor...

Villa Florence*, across from Union Square, Italian Renaissance theme, home-like atmosphere, lobby restaurant...

Vintage Court, on Nob Hill side of Union Square; warm, cozy home-like decor with wine theme throughout, VCR/movie service available...

Now, the only thing separating *you* from the WPCF Annual Conference & Exposition—and getting a view of your own—is a mere Hotel Reservation Request (included in your conference materials)...*early reservations are highly recommended.*

*Non-smoking rooms may be requested in these properties and will be assigned *whenever available.*

OCTOBER

CONFERENCE EVENTS

AAEE/AIDIS Breakfast

The second annual WPCF wastewater competition is expected to top last year's successful event, which brought together 22 teams from across the U.S. to compete in a variety of operational tasks.

WPCF 62ND ANNUAL CONFERENCE/EXPOSITION SAN FRANCISCO, CALIFORNIA

SATURDAY

14

Pre-Conference Workshops & Luncheon—
Full day program

TUESDAY

17

5:00 pm
Suite—8:00 am–5:00 pm
Morning and Afternoon Tours
—9:00 am–12:00 Noon
on—12:30 pm
shops—Morning/Afternoon
ge—All day event
day event

WEDNESDAY

18

AAEE/AIDIS Breakfast 7:30 am
Exhibits—Final Day —9:00 am–2:00 pm
Guest Hospitality Suite—8:00 am–5:00 pm
Inspection Trips—Morning and Afternoon Tours
Student-Employer Interviews—All day program
Technical Sessions—9:00 am–5:00 pm
WPCF Dinner Dance & Afterglow—7:30 pm

THURSDAY

19

Guest Hospitality Suite—8:00 am–12:00 Noon
Scientists Breakfast—7:30 am
Technical Sessions—9:00 am–5:00 pm

WATER POLLUTION CONTROL

TUESDAY

24

9:30 am–12:00 Noon
1:30 am–12:00 Noon
pm–4:30 pm
at—6:00 pm–9:00 pm

WEDNESDAY

25

Technical Sessions—9:00 am–4:15 pm
Poster Program—9:00 am–12:00 Noon
Luncheon—12:00 Noon–1:30 pm

Pre-Conference Workshops

The San Francisco Conference will feature additional pre-conference workshops. The number of pre-conference workshops preceding the Annual Conference has expanded to 11. The all-day workshops will be scheduled on both Saturday, October 14, and Sunday, October 15, and will include a luncheon. There will be no post-conference workshops in lieu of the expanded number of technical sessions at the Conference. Refer to the preregistration form contained in this packet for a detailed list of topics.

Poster Sessions

An all-day Tuesday event, the poster session will be featured on the exhibit level of the Moscone Convention Center. As many as 60 papers will be presented. This session, open to a variety of topics, is an excellent opportunity for one-on-one discussion of subjects of mutual concern.

Scientists' Breakfast

An integral part of the technical program, the Scientists' Breakfast is scheduled for Thursday morning of the conference



Technical Sessions

Communication and technology transfer are the underpinnings of environmental progress. They are also the very lifeblood of a professional organization such as the Federation, which is dedicated to improving the competence of water quality professionals.

The WPCF Annual Conference has long been noted for being the largest U.S. conference devoted solely to water pollution control. The technical program at the conference is the linchpin that ties together most of the other conference events. The approximately 60 sessions being considered for the 1989 conference will cover

the summer conference flyer.

Tickets are available through preregistration. See the special events section of the preregistration form contained in this packet.

Asia/Pacific Conference

October 22-25, 1989, immediately following the WPCF Annual Conference Exposition—For information regarding the Asia/Pacific Conference, please refer to the separate information/registration form included with this packet.

Exposition

The 62nd Annual Exposition promises to be the largest ever WPCF exposition. Over 400 firms will gather together in one location to display the largest, most comprehensive selection of water handling and treatment equipment and processes in North America. No technical sessions will be held on Tuesday afternoon, which will give you an uninterrupted opportunity to view the exhibits. (**Please note:** due to the nature of the WPCF Equipment Exposition and our legal liabilities, no one under the age of 18 will be permitted on the exposition floor. NO exceptions can be made.) **A complete list of exhibiting firms will be included in the summer registration brochure.**

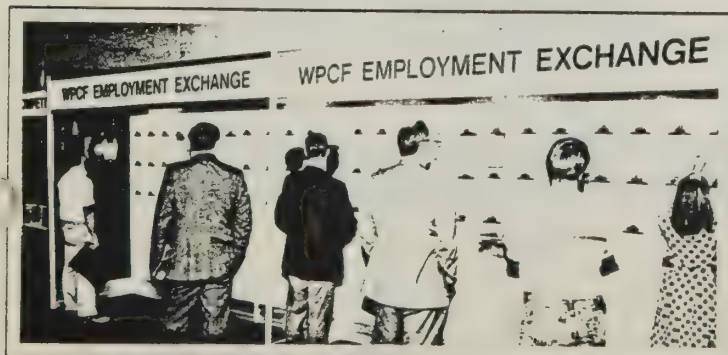
Moscone Center in five events, including collection systems, laboratory, maintenance, safety, and process control. The team from the East Bay Municipal Utilities District, winner of last year's challenge, will be ready to defend its title. The events will be taking place all day Tuesday, October 17 of the conference week.



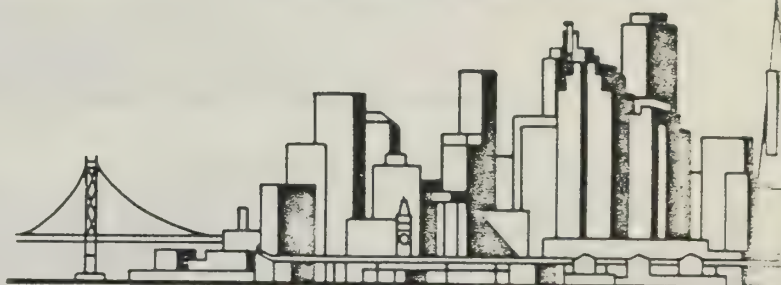
Become a WPCF Member and Save

Credit card holders may become members of the WPCF by simply phoning the WPCF Member Service Center at (703) 684-2452. The operator will take the necessary membership application information, and give you his or her name. Enter this name on the member number line at the top of the conference preregistration form and register for the conference at the member rates. You will not only receive the benefits of a WPCF membership, you will be eligible to register at the member rates.

If you are not a credit card holder, or wish to pay via some other method, you may call the Member Service Center and request that a membership application be forwarded to you. The membership application and registration form may be forwarded together, along with payment. You would also be eligible for the registration member rates using this method.



GENERAL I



Transportation

Special Discounted Airline Rates



United Airlines is the official airline carrier for the WPCF 62nd Annual Conference. Through arrangements with United Airlines, you can save the following on airfares to San Francisco:

- A 40% discount off applicable United or United Express unrestricted coach fares in effect when tickets are purchased, or
- A 5% discount off any United or United Express published fare in effect when tickets are purchased subject to all applicable restrictions.

To make reservations for one of the above discounted fares, or any other promotional fare that may be available, simply call **United's Convention Desk at (800) 521-4041** and refer to **WPCF's account #9111-D**.

speaker from the fields of academic or industrial research. Despite the early hour, the breakfast usually draws a capacity crowd. Early registration is recommended.

Student Activities

Students may register and take advantage of the conference week activities for registration fees of \$25 (early bird), \$30 (advance), or \$35 (on-site). Student registration includes all technical sessions, admission to the exposition, and the Icebreaker Reception on Sunday evening on the exposition floor. Only full-time students actively engaged in a course of study dealing with the water pollution field may register at this special rate.

Student-Employer Interviews

To put students in touch with the job market, the Student Activities Committee is sponsoring a Student/Employer Interview Session on Wednesday, October 18, 1989, in the Moscone Convention Center. Twenty-seven of the nation's top environmental firms participated in last year's session in biology, chemistry, toxicology, water and wastewater degrees, and those with experience in laboratory and operations. Students who register for the full conference week receive this benefit automatically with their registration. Registration for Wednesday-only is \$25 (early bird), \$30 (advance), and \$35 (on-site), the same as for students registering for the full week. Additional information regarding student activities may be obtained by contacting the Education Department at (703) 684-2400.

pollution control in all its aspects—from basic research to treatment facility operation, and include such topics of growing importance as risk assessment, underground storage tank problems, and computerized control and information systems.

The technical program will begin with a General Session on Monday morning. On hand will be officers of the Federation and the California host Association and prominent keynote speakers.

A major portion of the program is organized as a series of five Symposia, with one session from each during every time slot. The topics of these will be Water Pollution Research, Industrial Wastes, Liquid Treatment Processes, Sludge Management, and Hazardous Wastes and Groundwater Protection.

A full-fledged government session will be offered on Wednesday morning. The specifics of the program are yet to be determined, but the topic will cover a current, significant legislative or regulatory issue.

The remainder of the program will cover topical subjects, some with two or three sessions devoted to them. These are: Collection Systems, Runoff and Surface Water Quality, Water Reuse and Reclamation, Toxicity Testing and Biomonitoring, Sediment Quality, Ecosystem Assessment, Public Education, Forensic Engineering and Legal Issues, Biotechnology, VOC Management, Marine Water Quality, Computer Control Systems, Natural Systems for Treatment, Risk Assessment, Solid-Liquid Separations, Underground Storage Tanks, Operators' Forum and Subtitle "D" Impacts.

FORMATION



The reservation must be made through United's Convention Desk. **If you use the service of a travel agent, have them follow the same procedures above in order to receive the discounted airfares in effect.**

You may also take advantage of WPCF's Travel Agent, Conference Air Services. Conference Air will be happy to make your reservations and assist you with all of your travel plans. Simply call 1-800-336-0227 and state that you are going to the WPCF Conference/Exposition in San Francisco. In Virginia and the Metropolitan Washington area call (703) 684-2774.

Complimentary Shuttle Service

WPCF operates a complimentary shuttle service from all official Conference hotels to the Moscone Convention Center. All attendees wearing an official Conference badge may take advantage of this transportation service.

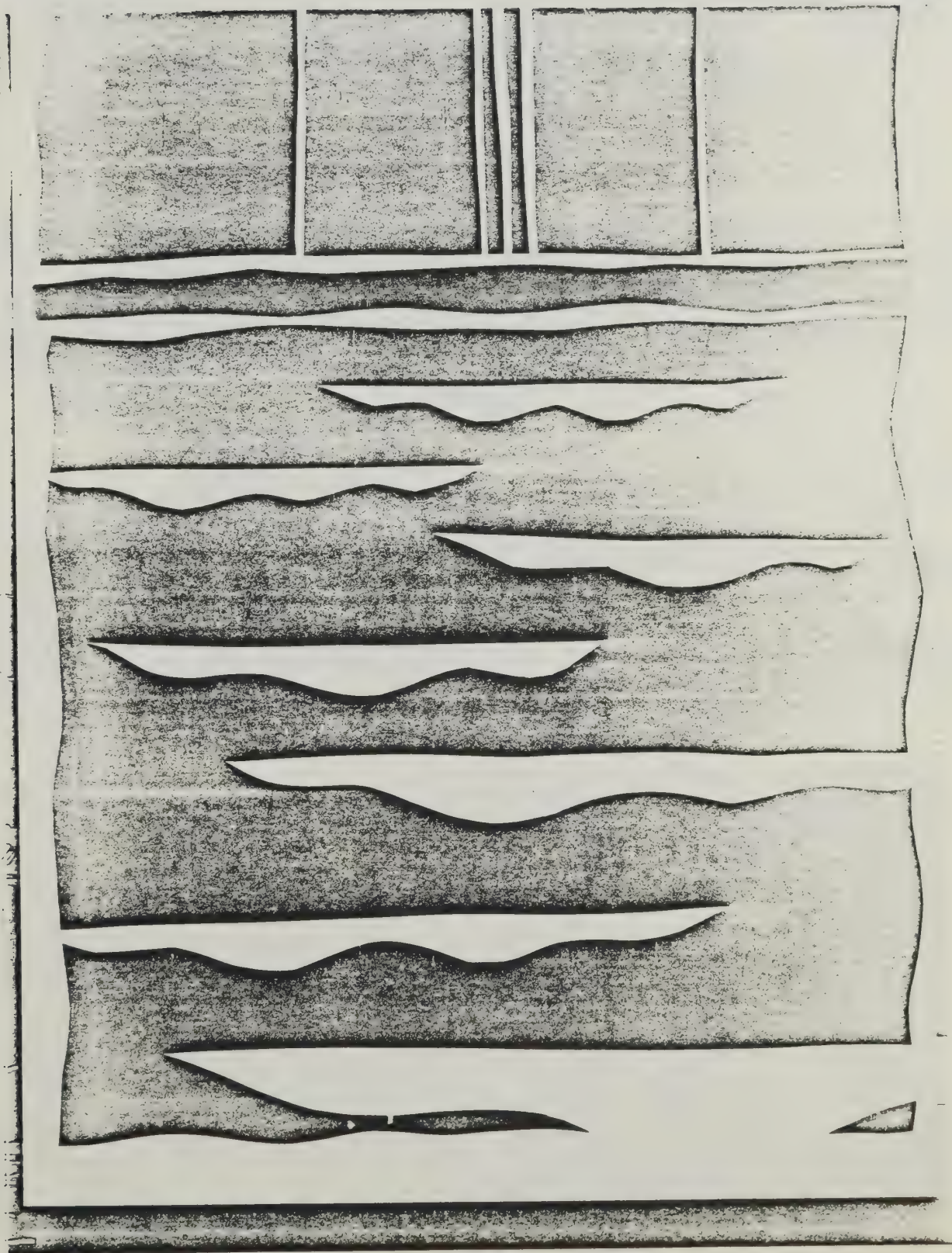
Or If You Would Rather Rent a Car

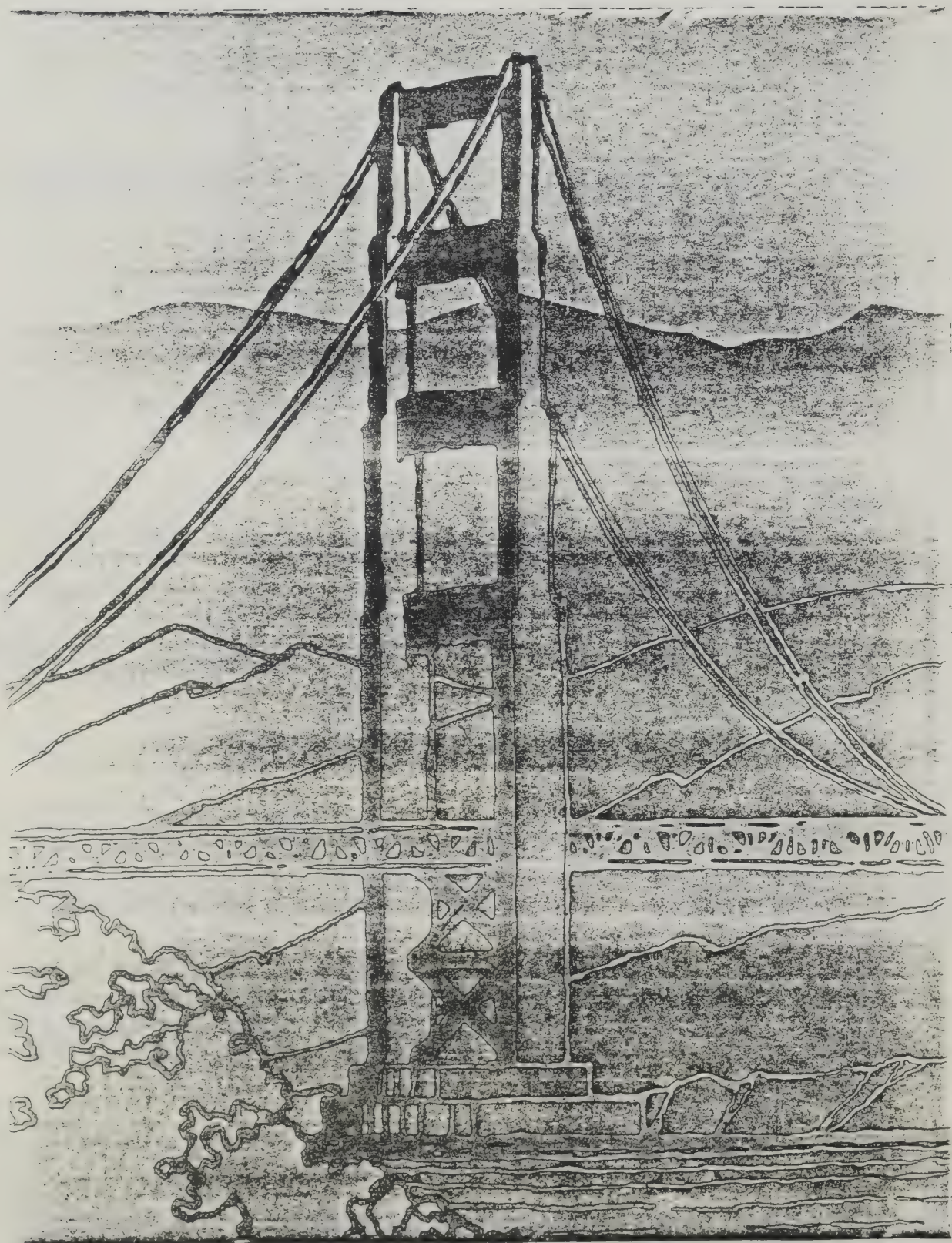
The official rental car agency for the Conference is Hertz. Special convention rental rates will be in effect one week before and one week after the Conference. Hertz has eighteen San Francisco locations, two of which are located at Le Meridien and the Parc 55, the co-headquarter properties for the Conference.

Hertz offers both daily and weekly (5-7 days) rates. No advance reservation is required, but recommended. Additional information on rental rates will be included in the attendee preregistration packets, as well as the exhibitor service manual.

Reservations may be made by calling the convention toll-free number 1-800-654-3131 and referring to the WPCF account #4014.







ASIA/PACIFIC CONFERENCE ON WATER POLLUTION CONTROL

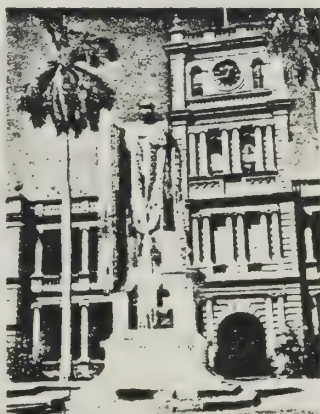
October 22-25, 1989 Honolulu, Hawaii

In conjunction with the Hawaii Water Pollution Control Association, the Water Pollution Control Federation will host a Pacific Rim Conference with emphasis on Asia/Pacific Rim Countries immediately following the WPCF Annual Conference in San Francisco.

Technical Sessions—Five technical sessions will be presented in the areas of public health considerations (country papers), marine and ocean disposal, collection systems, sludge treatment and disposal/utilization, and small-sized treatment systems.

Poster Sessions—Poster papers will be on display throughout the Conference. Authors of Poster Papers will be available to discuss their presentations.

Field Trips—Three sites have been selected for field trip venues: The Honolulu Wastewater Treatment Plant, the Sand Island Wastewater Treatment Plant, and the Unisyn of Hawaii. The field trips are scheduled for Tuesday afternoon and will include a box lunch.



TRANSPORTATION

Discounted Airline Rates—The official airline carrier for the WPCF Asia/Pacific Conference is United Airlines. For those who plan to attend both the WPCF 62nd Annual Conference in San Francisco, and the WPCF Asia/Pacific Conference in Honolulu, special airline rates are in effect. These rates will often amount to the same airfare as flying directly to Hawaii from your originating location without a stopover charge. Through an agreement with United Airlines, you can save the following on airfares to Honolulu:

- A 40% discount off applicable United or United Express unrestricted coach fares in effect when tickets are purchased, or
- A 5% discount off any United or United Express published fare in effect when tickets are purchased subject to all applicable restrictions.

To make reservations for one of the above discounted fares, or any other promotional fare that may be available, simply call **United's Convention Desk at 1-800-521-4041 and refer to WPCF's account #9111-D. If you plan to attend both conferences, it will be to your benefit to make both reservations at the same time.**

The reservation must be made through United's Convention Desk. **If you use the service of a travel agent, have them follow the same procedures above in order to receive the discounted airfares in effect.**

You may also take advantage of WPCF's Travel Agent, Conference Air Services. Conference Air will be glad to make your reservations for you and provide assistance with your travel plans. Simply call 1-800-336-0227 and state that you are going to the WPCF Asia/Pacific Conference in Hawaii. An agent will be glad to assist you.

Rental Cars—The official rental car agency for the Conference is Hertz. Special convention rental rates will be in effect one week before and one week after the

Guest Registration—Guest registration is a program which allows your spouse or guest to participate in the conference and enjoy the sights of Hawaii. Guest registration is \$50 when the registration accompanies your regular registration in any of the conference registration categories. The guest registration includes the Welcoming Reception on Sunday, Inspection Trips (at your option) on Tuesday afternoon, and the Chinese Banquet on Tuesday Evening. Luncheon tickets for the Monday and Wednesday luncheons may be purchased for an additional fee. Refer to the registration form.

The Sheraton Waikiki Hotel—The Sheraton Waikiki is the site of the WPCF Asia/Pacific Conference. The Sheraton is a fantastic self-contained tropical resort right on the beach, with a fascinating assortment of restaurants, shops, activities and entertainments. World-famous Waikiki is the most exciting tropical resort in the Pacific. By day, it glows in golden sunshine; by night, it glitters with colorful attractions.

The Sheraton Waikiki is close to attractions like the International Market Place, the Honolulu Zoo, the Waikiki Aquarium and the Kodak Hula Show. And the entire island of Oahu is easily accessible for spectacular sightseeing and shopping.

The Princess Kaiulani Hotel—Additional, less expensive hotel rooms are available at the Princess Kaiulani Hotel. The Princess Kaiulani is within one block of the Sheraton Waikiki. It is a modern hotel designed around a spacious open lobby and garden. This hotel is adjacent to favorite shopping areas, while still only a short walking distance to the Sheraton Waikiki Hotel.



Conference. In addition to being located at the airport, Hertz also has a convenient location at the Sheraton Waikiki Hotel.

Hertz offers both daily and weekly (5-7 days) rates. No advance reservation is required, but recommended. Additional information on rental rates will be included in your preregistration packet.

Reservations may be made by calling the convention toll-free number 1-800-654-3131 and refer to WPCF's account #4014 to the reservationist.



Asia/Pacific Conference on Water Pollution Control
October 22-25, 1989 Honolulu, Hawaii

11 ☐ Full Registration—\$175.00

41 ☐ Guest Registration—\$50.00

- Full registration includes the following:
Monday, Tuesday, and Wednesday Technical Sessions and the Tuesday afternoon Field Trips
Sunday, October 22, 1989—Welcoming Reception
Monday, October 23, 1989—Luncheon
Tuesday, October 24, 1989—Chinese Banquet
Wednesday, October 25, 1989—Luncheon
Coffee Breaks—Monday, Tuesday, and Wednesday Mornings

- The Guest Registration Fee includes the following:
Welcoming Reception on Sunday
Chinese Banquet on Tuesday Evening
All spouses are welcome to attend the Monday and Wednesday luncheons, however, it is not included in the Spouse Registration Fee. These luncheon tickets may be purchased by checking the box below and including the fee with your check.

A ☐ Spouse Option Monday Luncheon, October 23, 1989 \$20.00

B ☐ Spouse Option Wednesday Luncheon, October 25, 1989 \$20.00

All sessions and meal functions will be held at the Sheraton Waikiki Hotel.

CONFERENCE REGISTRATION FORM

Nickname: _____

Name: _____

Title: _____

Company: _____

Address: _____

City: _____ State: _____ Zip: _____

Country: _____

Phone: _____ Fax: _____

Spouse Nickname: _____

Spouse Full Name: _____

Payment: Registration forms cannot be accepted without the proper fee included. Checks or money orders should be made out to WPCF. Acceptable alternatives are government training orders and purchase orders/vouchers. These documents must accompany the registration form. Unpaid registrations will be held for pick-up in the registration area unless payment is received prior to the Conference.

Check Number _____ Amount of Check \$ _____

Credit Card Registration: Visa, MasterCard and American Express are also accepted for payment. The following information must be completed legibly:

Credit Card Name: _____ Number: _____

Expiration Date: _____ Cardholder Name: _____

Signature: _____

Return to: WPCF Conference Department
601 Wythe Street
Alexandria, Virginia 22314-1994



WPCF Asia/Pacific Conference
October 22-25, 1989

EARLY HOTEL RESERVATIONS ARE RECOMMENDED!

☐ Single ☐ Twin ☐ Triple

Sheraton Waikiki:

- ☐ Run-of-Ocean (1)—\$145 Single/Twin
- ☐ Run-of-Mountain (2)—\$105 Single/Twin
- ☐ Manor Wing (3)—\$75 Single/Twin

Sheraton Princess Kailulani Hotel:

- ☐ Run-of-Main Building—\$60 Single/Twin

(1) Run-of-Ocean rooms denote a mix of both ocean front and partial ocean views located on the mountain side of the hotel. The exact mix is not known until the day of arrival and is dependent upon availability in each category on arrival day.

(2) Run-of-Mountain rooms are a mix of mountain view rooms and city side rooms, both located on the mountain side of the hotel. The exact mix is not known until the day of arrival and is dependent upon availability in each category on arrival day.

(3) Manor wing rooms are in a separate annex of the main building. Manor rooms cannot triple or quad in room accommodations.

Room Rate is Non-Commissionable.

Room rates are subject to the current 9.41% Hawaii state and room tax. Triple rate is \$25.00 additional daily. Quad rate is \$50.00 additional daily. Family Plan, no additional charge for children 17 years and below sharing the same room with parents. Please advise ages.

HOTEL RESERVATION FORM

Print

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone Number—Home: () Business: ()

Arrival Date: _____ Time: _____ Flight Number: _____

Departure Date: _____ Time: _____ Flight Number: _____

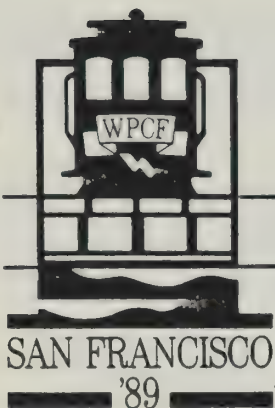
Check-in time is 3:00 pm/Check-out time is 12:00 Noon

IMPORTANT

Reservations must be returned to the hotel along with a one-night's deposit (no credit cards) no later than thirty (30) days prior to the arrival date. Requests received after that date will be on a space available basis only. Deposit will be refunded if reservation is cancelled and notice received at the hotel 30 days in advance of arrival date. *Please make checks payable to the Sheraton Waikiki Hotel.* If you have a date change after this form has been submitted, please notify the hotel immediately. Thank you.

Send All Reservations to:

Tour & Travel Manager
Sheraton-Waikiki Hotel
P.O. Box 8559
Honolulu, HI 96815



HOTEL RESERVATION REQUEST

WPCF 62ND ANNUAL CONFERENCE & EXPOSITION

Pre-Conference Workshops: October 14-15
Exposition: October 15-18
Conference: October 16-19

MAIL TO: WPCF HOUSING BUREAU
P.O. Box 5612
San Francisco, CA 94101

Refer to instructions below before completing information

CHOICE OF HOTEL:

First _____
Second _____
Third _____
Fourth _____

ACCOMMODATIONS:

- | | |
|-----------------------------------|---------------------------------------------|
| <input type="checkbox"/> Single | Suites: (Non-hospitality) |
| <input type="checkbox"/> Double: | <input type="checkbox"/> Parlor + 1 Bedroom |
| <input type="checkbox"/> One Bed | <input type="checkbox"/> Parlor + 2 Bedroom |
| <input type="checkbox"/> Two Beds | <input type="checkbox"/> Non-smoking room |

ARRIVAL DATE: _____
DEPARTURE DATE: _____
RATE DESIRED: \$ _____ to \$ _____

MAIL CONFIRMATION TO:

Name _____
Company _____
Mailing Address _____
City _____ State _____
Zip _____ Country _____
Business Telephone (____) _____

NAMES OF ALL OCCUPANTS:

CREDIT CARD PROCESSING:

Credit Card Name _____
Card No. _____ Exp. _____
Cardholder Name _____
Signature _____

IMPORTANT INSTRUCTIONS

1. Submit one form for each room requested—*xerox this form as necessary*. No phone reservations can be accepted.
2. Housing Bureau will *acknowledge* your request; hotel will provide *confirmation*.
3. *Deposit*: Send confirming hotel a \$100 deposit (credited to your account). Details will be explained on the hotel confirmation.
4. *Availability*: If accommodations are unavailable at the hotel of your choice, comparable reservations will be made at other conference hotels. If requested rate is not available, next available rate will be assigned.
5. *Cancellation/Change*: Notify Housing Bureau in writing of cancellations up to 15 days prior to the conference. Within last 15 days, cancel directly with the hotel. Date/name changes should be made directly with the hotel.

RESERVATION REQUESTS MUST BE RECEIVED NO LATER THAN SEPTEMBER 13, 1989
EARLY RESERVATIONS ARE RECOMMENDED.





REGISTRATION FORM

Water Pollution Control Federation • 62nd Annual Conference/Exposition

Conference: Monday, October 16–Thursday, October 19

Exposition: Sunday, October 15–Wednesday, October 18

Information: (703) 684-2415

**THE CUT-OFF DATE FOR ADVANCE REGISTRATION IS SEPTEMBER 15, 1989.
AFTER THIS DATE, YOU MUST REGISTER ON-SITE IN SAN FRANCISCO.**

Please complete the form below **LEGIBLY AS YOU WISH IT TO APPEAR** on your name badge.

NICKNAME: _____		ADDRESS: _____	
LAST NAME: _____		CITY: _____	
FIRST NAME: _____	MIDDLE INITIAL: _____	STATE: _____	ZIP: _____
TITLE: _____		COUNTRY: _____	
COMPANY: _____		TELEPHONE: _____	
GUEST NAME: _____			
IF ATTENDING, SEE DETAILS BELOW			

Member WPCF Member Number _____ (All memberships will be verified)

		received by	Early Bird 6/30	Advance 7/1–9/15	On-Site on-site only
11	<input type="checkbox"/> Full Week		\$250.00	\$275.00	\$350.00
	<input type="checkbox"/> One Day (check one below)		\$150.00	\$165.00	\$180.00
12	<input type="checkbox"/> Sunday	13 <input type="checkbox"/> Monday	14 <input type="checkbox"/> Tuesday	15 <input type="checkbox"/> Wednesday	16 <input type="checkbox"/> Thursday

Non-Member

		received by	Early Bird 6/30	Advance 7/1–9/15	On-Site on-site only
21	<input type="checkbox"/> Full Week		\$300.00	\$350.00	\$400.00
	<input type="checkbox"/> One Day (check one below)		\$175.00	\$200.00	\$225.00
22	<input type="checkbox"/> Sunday	23 <input type="checkbox"/> Monday	24 <input type="checkbox"/> Tuesday	25 <input type="checkbox"/> Wednesday	26 <input type="checkbox"/> Thursday

Exposition Only—Member or Non-Member

		received by	Early Bird 6/30	Advance 7/1–9/15	On-Site on-site only
31	<input type="checkbox"/> Full Week		\$100.00	\$125.00	\$150.00
	<input type="checkbox"/> One Day (check one below)		\$ 45.00	\$ 50.00	\$ 65.00
32	<input type="checkbox"/> Sunday	33 <input type="checkbox"/> Monday	34 <input type="checkbox"/> Tuesday	35 <input type="checkbox"/> Wednesday	

Operators Registration—This category is available to PWOD Members and/or certified operators. See details on page _____

PWOD Member Number _____ Operator Number _____ State _____

		received by	Early Bird 6/30	Advance 7/1–9/15	On-Site on-site only
			\$ 25.00	\$ 30.00	\$ 35.00
50	<input type="checkbox"/> Sunday	51 <input type="checkbox"/> Monday	52 <input type="checkbox"/> Tuesday	53 <input type="checkbox"/> Wednesday	

Student Registration (as defined by WPCF)

		received by	Early Bird 6/30	Advance 7/1–9/15	On-Site on-site only
			\$ 25.00	\$ 30.00	\$ 35.00
54	<input type="checkbox"/> Full Week	55 <input type="checkbox"/> Wednesday Only (student interviews)			

Guest Registration This category is available only if accompanying the above registrant. Includes: admission to the exhibits, use of guest hospitality lounge, one complimentary city tour, shuttle bus service to and from your hotel and the convention center, and a special gift.

NOTE: ONE-DAY GUEST REGISTRATIONS ARE ONLY AVAILABLE IF REGISTERING IN ADVANCE. GUESTS NOT REGISTERED BY 9/15/89 MUST REGISTER ON-SITE FOR THE FULL WEEK.

		received by	Advance 9/15	On-Site on-site only
41	<input type="checkbox"/> Full Week		\$ 50.00	\$100.00
	<input type="checkbox"/> One Day		\$ 45.00	Not available on-site
42	<input type="checkbox"/> Sunday	43 <input type="checkbox"/> Monday	44 <input type="checkbox"/> Tuesday	45 <input type="checkbox"/> Wednesday
				46 <input type="checkbox"/> Thursday

Early Bird: Prior to 6/30

Advance: 7/1-9/15

Special Events

Meal function and workshop tickets are not included as part of your registration. If you and/or your guest would like to attend any of the following, you must indicate the number of tickets you are purchasing and include the appropriate amount in your payment. All ticket prices are per person.

		Advance	On-Site
A	<input type="checkbox"/> Federation Luncheon (Tuesday, October 17)	\$ 25.00	\$ 35.00
B	<input type="checkbox"/> Dinner Dance (Wednesday, October 18)	\$ 50.00	\$ 65.00
C	<input type="checkbox"/> Table of ten seats at Dinner Dance	\$450.00	\$600.00
D	<input type="checkbox"/> Scientist's Breakfast (Thursday, October 19)	\$ 20.00	\$ 25.00
E	<input type="checkbox"/> AAEE Breakfast (Wednesday, October 18)	\$ 20.00	\$ 20.00

Industrial Wastes Symposia

Continuing Education Units and Industrial Wastes Proceedings available only to those registrants checking boxes 11 or 21.

		Advance	On-Site
F	<input type="checkbox"/> Early Bird \$ 45.00	\$ 50.00	\$ 75.00

Social Security Number for CEU registration _____

Profession Please check one from each category

Category I	Category II
A1 <input type="checkbox"/> Utility Management	B1 <input type="checkbox"/> Municipal Wastewater Treatment
A2 <input type="checkbox"/> Operation	B2 <input type="checkbox"/> Industrial Wastewater Treatment
A3 <input type="checkbox"/> Manufacturer's Representative	B3 <input type="checkbox"/> Municipal and Industrial WWT
A4 <input type="checkbox"/> Exhibitor	B4 <input type="checkbox"/> Other (please specify) _____
A5 <input type="checkbox"/> Consulting Engineer	
A6 <input type="checkbox"/> Government Engineer	
A7 <input type="checkbox"/> Research/Development	
A8 <input type="checkbox"/> Academic	
A9 <input type="checkbox"/> Other (please specify) _____	

Mail completed form with remittance to:

Conference Department
Water Pollution Control Federation
601 Wythe Street, Alexandria, VA 22314

NOTE: Attendees whose preregistration forms are received at WPCF by September 8, 1989 will receive their conference badge and credentials by return mail. Those whose forms are received after that date may pick up their badges and credentials at the WPCF registration area, which is located on the street level inside the main entrance to the Moscone Convention Center.

Pre-Conference Workshops

Saturday, October 14, 1989—sessions are full-day and concurrent check only ONE box.

Early Bird: \$90.00 Advance: \$115.00 On-Site: \$150.00

- G ☐ Beneficial Utilization of Waste Solids
H ☐ Combined Sewer Overflow Pollution Abatement
I ☐ Identifying Water Quality Impacts of Nonpoint Sources
J ☐ Infectious Wastes Management and Disposal
K ☐ Natural Systems for Wastewater Treatment
L ☐ Water Re-use—A New Manual for the 21st Century—MOP-SM-3

Sunday, October 15, 1989—sessions are full-day and concurrent check only ONE box.

Early Bird: \$90.00 Advance: \$115.00 On-Site: \$150.00

- M ☐ Aerobic Fixed Film Design Manual
N ☐ Collection System Management: Inflow/Infiltration, Rehabilitation, Renovation and Safety
O ☐ Elements of Quality in Contract Operations
P ☐ Emergency Planning for Municipal Wastewater Collection and Treatment Facilities
Q ☐ EPA's Municipal Wastewater Disinfection Policy Review
R ☐ MOP—Hazardous Waste Treatment Processes
Social Security Number for CEU registration _____

Payment: Registration forms cannot be accepted without the proper fee included. Checks or money orders should be made out to WPCF. (Acceptable alternatives are government training order and purchase orders/vouchers. THESE DOCUMENTS MUST ACCOMPANY THE REGISTRATION FORM. NOTE: Please make sure you send us your purchase order far in advance so payment is received by WPCF prior to the conference. ALL UNPAID REGISTRATIONS WILL BE HELD FOR PICK-UP AT THE MOSCONE CONVENTION CENTER, AND PAYMENT MUST BE MADE AT THAT TIME.)

Total amount enclosed \$ _____ check # _____

Visa, MasterCard and American Express are also accepted for payment. The following information must be completed legibly:

Credit Card Name: _____

Credit Card #: _____

Expiration Date: _____

Cardholder Name: _____

Signature: _____

Total amount of charge: _____

Cancellations: Cancellations must be submitted in WRITING. Phone calls cannot be accepted. A 25% service fee will apply to all cancellations regardless of the date of the cancellation. Due to Federation agreements and required guarantees, NO refund can be issued on registration fees or meal function cancellations after September 29, 1989.

**THE CUT-OFF DATE FOR ADVANCE REGISTRATION IS SEPTEMBER 15, 1989.
NO FURTHER ADVANCE REGISTRATIONS CAN BE ACCEPTED AFTER THIS DATE.**



MAR 2 1989

ROBERT M. MORROW
MAYOR



38.

March 14th, 1989

Mrs. Cathy Pengelly
Executive Director
The Lung Association
131 John Street South
Hamilton, Ontario
L8N 2C3

Dear Mrs. Pengelly:

Thank you for your letter dated March 7th, regarding the increase in the cost of hanging banners across Main Street in front of City Hall.

I have taken the liberty of forwarding a copy of your letter to Mr. Bob Prowse, Secretary and the Transport and Environment Committee, to be brought to the attention of the committee members.

Again, thank you for bringing this matter to my attention.

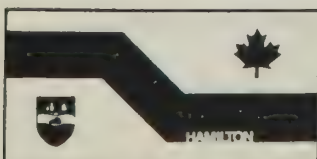
Yours very truly

Bob

Robert M. Morrow
Mayor
City of Hamilton

RMM:tt

cc. ✓ Mr. Bob Prowse, Secretary - Transport and Environment Committee



City Hall,
71 Main Street West, Hamilton, Ontario, Canada L8N 3T4
Telephone: (416) 526-2790



MAR 14 1989

HAMILTON-WENTWORTH

131 John Street South, Suite 101

Hamilton, Ontario L8N 2C3

Tel.: (416) 527-5864

THE LUNG ASSOCIATION

March 7, 1989

Mayor R. M. Morrow
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mayor Morrow:

I'm writing to ask if the Corporation of the City of Hamilton will give consideration to either a reduced installation rate or exemption to local charities for hanging banners across Main Street in front of City Hall.

This cost has jumped from \$125.00 last year to \$160.00 this year which represents a 28% increase, a significant amount in a year.

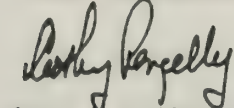
We feel that the City of Hamilton should give consideration and support to the not for profit sector, because these very charities are helping the citizens of our community cope with a wide variety of problems that would otherwise cause major concerns and expense to the city.

Thousands of people in Hamilton-Wentworth, businesses and corporations recognize this fact and set aside funds to help charities do their work. We feel the Corporation of the City of Hamilton should show its faith in our work by setting aside charity dollars to assist the not-for-profit sector in its efforts to promote its work in our community. Charities do not have advertising dollars to spend, they must rely on the good will of the media and businesses (through read-o-graph signs, banners, radio, T.V., etc.) to help them put their message to the community. This is the only way that the people of our region have to learn about the good work that is being carried on here in Hamilton-Wentworth by the volunteer sector.

We would appreciate council's support of our work by either eliminating or reducing substantially the fee to charities to hang the Main Street banner.

Thank you for considering our request.

Yours sincerely



(Mrs.) Cathy Pengelly
Executive Director

CP/jc

DAVID G. STUBBING, M.B.B.S.
CATHY B. PENGELLY, R.N., Executive Director

Charitable Registration No. 0359661-11-14

LUNGS ARE FOR LIFE

FOR ACTION

39 (ca)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 May 11
COMM FILE:
DEPT. FILE: 65-1/89.15

SUBJECT:

By-law to incorporate Part 1, Plan 62R-9377 and Part 1,
Plan 62R-10200 into Royalvista Drive

RECOMMENDATION:

That City Council enact the attached by-law on June 13, 1989 in accordance with the authorization contained in the 9th Report of the Transport and Environment Committee, Item 7(b), adopted by City Council on April 25, 1989. (Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, June 5, 1989 at 2:00 p.m.).

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on April 25, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

39 (b)

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 May 11
COMM FILE:
DEPT. FILE: 65-1/89.16

SUBJECT:

By-law to incorporate Parts 4, 6, 7, 10 and 12, Plan 62R-9377 and
Part 4, Plan 62R-10200 into Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law on June 13, 1989 in
accordance with the authorization contained in the 9th Report of the
Transport and Environment Committee, Item 7(a), adopted by City
Council on April 25, 1989. (Please arrange to place this matter on
the Transport & Environment Committee's agenda for the meeting of
Monday, June 5, 1989 at 2:00 p.m.).



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on April 25, 1989, directed the City Solicitor to
prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

39cc

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 May 9
COMM FILE:
DEPT. FILE: 65-1/89.1

SUBJECT:

By-law to incorporate Parts 1, 3, 4, 5 and 6, Plan 62R-9966 into
Greenhill Avenue

RECOMMENDATION:

That City Council enact the attached by-law on June 13, 1989 in
accordance with the authorization contained in the 2nd Report of the
Transport and Environment Committee, Item 28, adopted by City
Council on January 31, 1989. (Please arrange to place this matter
on the Transport & Environment Committee's agenda for the meeting of
Monday, June 5, 1989 at 2:00 p.m.).

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on January 31, 1989, directed the City Solicitor to
prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

39(a)

REPORT TO: Chairman and Members
Transport and Environment Committee
Attention: Mr. R. C. Prowse, Secretary

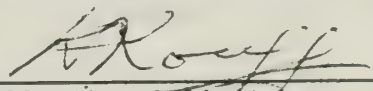
FROM: K. A. Rouff
City Solicitor

DATE: 1989 May 23
COMM FILE:
DEPT FILE: 55-1/89.1

SUBJECT: Proposed Expropriation of Part of Lot 3, Concession 6,
geographic township of Barton for Kingsberry Gardens-
Phase 4

RECOMMENDATION:

That the attached draft Expropriation By-law to expropriate, for roadway and municipal purposes, vacant land described as Part 1 on 62R-10027, measuring approximately 33.72 metres (110.63 feet) by 20.00 metres (65.62 feet), be enacted by Council.



K. A. Rouff, City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

As authorized by Council at its meeting of February 28th, 1989, Notice of the City's intention to expropriate this vacant land has been advertised and served upon all parties having an interest in this land and no request for an Inquiry Hearing into the proposed expropriation has been received.

The next step in this expropriation under The Expropriations Act is for Council to enact the attached draft Expropriation By-law which will authorize the registration of the City's Expropriation Plan. This land is required for roadway and municipal purposes for the Kingsberry Gardens (Phase 4) draft plan of subdivision in order to implement the approved Lisgard Neighbourhood Plan.

c.c. Mr. D. W. Vyce, Director of Property
c.c. Mr. G. S. Spencer, Commissioner of Engineering
Attention: Mr. M. A. Chidley, Regional Surveyor

FOR ACTION

40(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 June 15
COMM FILE:
DEPT FILE: 89-6050

SUBJECT: Floral Planters in Business Improvement Areas (B.I.A.'s)

RECOMMENDATION:

(a) That the available funding for the floral planter program of \$8,000. be used

- i. to provide the suitable plant material and plant the 89 floral planters in the Ottawa Street B.I.A., the Downtown Promenade B.I.A. and the Westdale B.I.A.

On the understanding that the respective B.I.A.'s will make the necessary arrangements to provide the regular maintenance including watering, fertilizing and removal of paper, debris and dead flowers from the planters.

- ii. to provide, plant and maintain the 31 planters beyond the B.I.A.'s (James Street South, King Street West, MacNab Street) for 1989 and to make arrangements with adjacent property owners to carry out the annual maintenance of the floral planters. Alternatively if arrangements can't be made the planters should be removed or relocated adjacent to a property owner that would be willing to undertake the annual ongoing maintenance.

- (b) That any floral planters provided by the City of Hamilton in the future be on the basis that the City of Hamilton will supply the planter and the initial soil and plant material and that all annual ongoing maintenance including watering, fertilizing and removal of paper and debris be the responsibility of either the B.I.A. or the adjacent property owner.

BACKGROUND:

During the budget deliberations, the Transport and Environment Committee did not fund the attached "Floral Planter Program" package for \$12,500.

This program was established for the planting and maintenance of the planters approved and placed on the street within the Downtown Promenade B.I.A. and the Ottawa Street B.I.A. during 1988 with funding from the Community Development Department.

Downtown Promenade B.I.A.	30
- King Street East	

Ottawa Street B.I.A.	<u>44</u>
----------------------	-----------

74

Beyond, these additional 74 planters, there are an existing 46 planters in the following locations.

James Street South	7
King Street West	12
MacNab Street South	12
King Street West - Westdale B.I.A.	<u>15</u>

46

The following is the 1989 pricing guide for ground planters.

- | | |
|-------------------------------------------|-------------------|
| A. PLANTER PREPARATION (ONE TIME COST) | \$ 31.50/planter |
| - installation of the planter | |
| soil mix and drainage material | |
| B. PLANT MATERIAL | \$ 15.75/planter |
| - suitable variety of plant material | |
| (yearly change) | |
| C. PLANTING AND MAINTENANCE | \$ 156.75/planter |
| - all related work necessary to plant | |
| and maintain a planter from approximately | |
| May 24 until Labour Day | |

It is staffs opinion that the City should be in a position to assist the B.I.A.'S by supplying the plant material annually, \$15.75 per planter and the B.I.A.'s should be responsible for planting and maintaining the planters, \$156.75 per planter for the 89 planters within the B.I.A.'s for a total cost of \$1,400. Please note that the planters, 7 on James Street South, 12 on King Street West and 12 on MacNab Street South are not within B.I.A.'s so the staff's recommendation is to continue to supply plant material and maintain those planters beyond the B.I.A.'s this year but to make arrangements for next year to not maintain these planters. To supply plant material and maintain those planters would cost the City, \$5,347.50 for 31 planters at a cost of \$172.50 per planter.

Presently, Account Number 0350-7900 - Floricultural roadside Areas has a base of \$8,000. to supply plant material and maintain the 46 planters that existed prior to 1988.

PROBLEM FOR 1989

As it stands without the approval of the \$12,500. - Floral Planter Program, 74 planters within the Downtown Promenade B.I.A. and the Ottawa Street B.I.A. will not be planted nor maintained during 1989.

CONCLUSION

To overcome this problem for just 1989 it is necessary to find \$12,765. for the supplying of plant material and maintenance of 74 planters (74 times \$172.50 per planter).

To accommodate the supplying of plant material, and the maintenance of the floral planters during 1989 and because there have been no funds provided for this activity it is suggested that,

1. the City provide and plant the suitable plant material for the 89 planters within the B.I.A.'s
(\$15.75/planter) (89)
2. the Ottawa Street B.I.A., Downtown Promenade B.I.A. and Westdale B.I.A. provide the regular maintenance including watering, fertilizing and maintenance of the planter.
3. the City provide and plant the suitable material and maintain the 31 planters beyond the B.I.A.

(\$172.50 per planter) (31) = 5,348.

\$6,748.

4. the City make arrangements to have the business adjacent to the 31 planters beyond the B.I.A.'s annually maintain the 31 floral planters. Alternatively if arrangements can't be made, the planters should be removed or relocated adjacent to a property owner that would be willing to undertake the annual ongoing maintenance.

JGP/mc
Attachment

cc L. Sage, Chief Administrative Officer
E. Kowalski, Director Community Development
J. Pook, Horticulturist

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

- #### 4. PACKAGE DESCRIPTION - Floral Planter Program

- No planting or maintenance of existing floral planter

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Yes - Business Improvement Areas

Yes - These floral planters were originally supplied by the City of Hamilton through the Community Development Department and the grant to B.I.A.'s

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 3 OF 10
- COMMITTEE : OF

FOR ACTION

40 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 June 15
COMM FILE:
DEPT FILE: 89-6050

SUBJECT: Hanging Flower Baskets - Expansion

RECOMMENDATION:

That Staff proceed with the initial stage of construction, planting and maintaining the baskets in the greenhouse to provide hanging flower baskets for the following B.I.A.'s.

Number of
Hanging Baskets

Concession Street B.I.A.	18
Westdale B.I.A.	26
International Village B.I.A.	70
Downtown Promenade B.I.A.	68
Barton Street B.I.A.	<u>100</u>

282

providing the Concession Street B.I.A. confirm they are willing to undertake the annual ongoing maintenance of their hanging flower baskets and providing that the respective B.I.A.'s listed above also confirm that they are willing to undertake the annual ongoing maintenance including watering, fertilizing and removing dead blooms from the hanging flower baskets.

That arrangements be made with the other B.I.A.'s and the property owners or merchants where there have been hanging flower baskets to supply the initial stage of constructing, planting and maintaining the baskets in the greenhouses at locations where the B.I.A.'s or property owners are willing to commit to the annual ongoing maintenance costs.

BACKGROUND:

During the budget process for 1989 in an endeavour to maintain a reasonable tax increase, the Transport and Environment Committee did not fund the attached "Hanging Basket Program" package for \$37,000 for the additional 282 hanging flower baskets added during 1988. Consequently there is no funding available to undertake this work this year.

J. G. Pavelka

This program was established for the planting, maintaining the baskets in the greenhouse until May 24 and for the installation, maintenance from May 24 to September (Labour Day weekend) and the removal of the basket at the following locations.

	<u>New Standards</u>	<u>Number of Hanging Baskets</u>
Concession Street B.I.A.	9	18
Westdale B.I.A.	13	26
International Village B.I.A.	17	70
	(18)	
Downtown Promenade B.I.A.	(34)	68
Barton Street B.I.A.	<u>50</u>	<u>100</u>
TOTAL	89	282

() HANGING FLOWER BASKETS TO BE HUNG FROM EXISTING LIGHT POLES.

The following is the 1989 pricing guide for hanging flower baskets

1. Initial stage, constructing, planting, maintaining the baskets in the greenhouse until May 24th. cost: \$ 88.00/ pair
2. Installation, maintenance and removal of basket from May 24th to September (Labour Day Weekend) cost: \$173.50/ pair
3. Construction of pole for hanging basket includes painting cost: \$210.00/ pair
4. Installation of post (2 men, 2 hours) cost: \$ 97.50/ pair
23.75 x 4 2.50 for truck

total for each standard ----- \$569.00

Previous to 1988, 430 hanging flower baskets were on the streets at the following locations.

	<u>Number of Hanging Baskets</u>	
Barton Street B.I.A.	48	
Concession Street B.I.A.	140	
Westdale B.I.A.	<u>26</u>	
	214	214

Kenilworth, (Cannon to Barton St.)	42	
Barton St. (Lottridge to Birch Ave.)	78	
Barton St. (Birch Ave. to Wellington St.)	56	
King St. W. (Paradise to Longwood)	18	
King St. W. (Longwood to Cline Ave.)	4	
Concession St. (East 25th to East 26th)	6	
James St. South (Courthouse)	6	
Hunter Street (Football Hall of Fame)	<u>6</u>	
	216	<u>216</u>
Total		430

There is a base budget of \$56,100. in 1989 accounts to provide for the annual supply and maintenance of the remaining 430 baskets elsewhere within the City.

Solution to Providing and Maintaining Hanging Baskets for 1989 and Thereafter

Alderman H. Merling has advised that the Concession Street B.I.A. has agreed to undertake the annual ongoing maintenance including watering, fertilizing and removal of dead flowers for the hanging flower baskets within their business improvement area. With this in effect there could be a savings of approximately \$12,145. (\$173.50 times 70 pairs). This savings of \$12,145. would be sufficient to provide for the initial stage, constructing, planting and maintaining the baskets in the greenhouses until May 24.

282 hanging flower baskets

141 pairs of baskets @ \$88.00 = \$12,400.

In pursuing what happens in other municipalities staff contacted the City of Toronto, where there are 28 business improvement areas. In Toronto, the municipality does not assist the B.I.A.'s financially with either the initial installation or the annual ongoing maintenance. Furthermore it is the responsibility of the individual business interested in providing the hanging flower baskets and/or planters to get all necessary approval from the owners of the utility poles or the Public Works Department for placing planters on the sidewalks.

City Costs

The ever increasing popularity of the hanging flower baskets is straining the existing City facilities. The accommodation at Gage Park to grow the plant material during March, April and May is at capacity. The watering truck and crew is also at capacity so that the crew is about to be scheduled for a night shift to avoid the traffic congestion during the day to be able to water and maintain more baskets.

JGP/mc
Attachment

cc L. Sage, Chief Administrative Officer
E. Kowalski, Director of Community Development

1989 CURRENT BUDGET ESTIMATESSERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture
2. ACCOUNT NO.(S) 0350-8400
3. CONSIDERATIONS: (A) AMOUNT \$ 37,000.00
- (B) EFFECTIVE DATE January 1989 84-01 - \$30,000.00
84-23 - \$ 2,000.00
- (C) INCLUDED ☐ OR NOT INCLUDED ☐ IN ESTIMATES 84-85 \$5,000.
- (D) AFFECTS CURRENT ☐ AND/OR EXPANSION ☐ LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Hanging baskets have increased by 270 baskets from 440 to 710 over the 1988 season on City Streets because of BIA projects through Community Development (see info. report to Transport and Environment Committee dated February 15, 1988.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?

(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Without funding, these new baskets would not be grown, placed on the street and maintained.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Yes, BIA's

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

BIA could maintain the bushels in their area thus reducing most - contract out.

8. PACKAGE RANKING BY - DEPT./BOARD: 2 OF 10
- COMMITTEE : OF

Corporation of the City of Hal

Memorandum

41.

TO: Chairman and Members
Transport and Environment Committee

YOUR FILE:

FROM: Miss C. Coutts, Acting Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 526-3994

SUBJECT: REQUEST FOR ALLEY CLOSURE - EAST/WEST,
1ST ALLEY NORTH OF MAIN STREET FROM
MARGARET STREET TO NORTH/SOUTH ALLEY

DATE: 1989 June 15

Attached, please find a report dated 1988 September 1st from the Commissioner of Engineering respecting a request for Alley Closure - East/West, 1st Alley North of Main Street from Margaret Street to North/South Alley.

The Transport and Environment Committee at its meeting held 1988 October 03 received this report and recommended that no action be taken on this matter.


CC:lp
Attach.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1988 Sept. 15
COMM FILE: 3.11.9.3
DEPT FILE: T103-03(223)
ID#0244D (28)

SUBJECT

Request for Alley Closure - East-West, 1st Alley North of Main Street from Margaret Street to North-South Alley.

RECOMMENDATION

That the Committee review the request for the applicant, Mr. K. Schaible, whose property abuts the alley, to stop-up and close the "east-west alley, 1st north of Main Street, from Margaret Street to the north-south alley", and if the request is acceptable to your Committee, recommend same subject to the following:

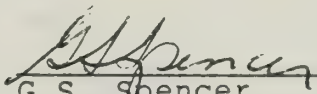
- 1) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of the alley first north of Main Street from Margaret Street to the north-south alley.
2. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law.
3. That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners.

Continued ...

Request for Alley Closure - East-West, 1st Alley North of Main
Street from Margaret Street to North-South Alley

Continued ...

4. That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.
5. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing, pursuant to Section 48 of the Regional Act.
6. That the abutting owners provide a 1m easement to Bell Canada with respect to their underground plant.


G.S. Spencer
Commissioner of Engineering

ORIGIN

We have received a request from Mr. K. Schaible, an abutting owner to close the subject alley, as shown on the attached drawing.

BACKGROUND

This alley is presently public assumed, but not paved. It was assumed by By-Law 75-39. This department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property residents/owners. The results are as follows:

- a) No objections were received from any municipal or public utility. Bell Canada would require an easement for their existing plant.
- b) Abutting owners: 9 in favour, 12 objections and 52 no opinion.

The status of this alley is public assumed, and as such it would have to be closed by By-Law.

Continued ...

- page 3 -
September 15, 1988

Request for Alley Closure - East-West, 1st Alley North of Main
Street from Margaret Street to North-South Alley

Continued ...

Because of the objections from abutting owners, we were not in favour of this application being submitted to the Transport and Environment Committee for its consideration. By letter dated November 3, 1987, the applicant was notified of the objections and based upon the recorded objections to his closure request, he was requested to withdraw his closure application. In response to our letter, Mr. Schaible advised staff on September 6, 1988, that he wished to proceed with his closure request and asked that this matter be presented to your Committee for consideration.

JS

JKC JKC:tlj
attach.

cc: L. Farr, Office of the City Solicitor
cc: Alderman T. Cooke
cc: Alderman M. Kiss
cc: D. Vyce, Director of Property Department
Att: M. Watson, Manager Real Estate Division

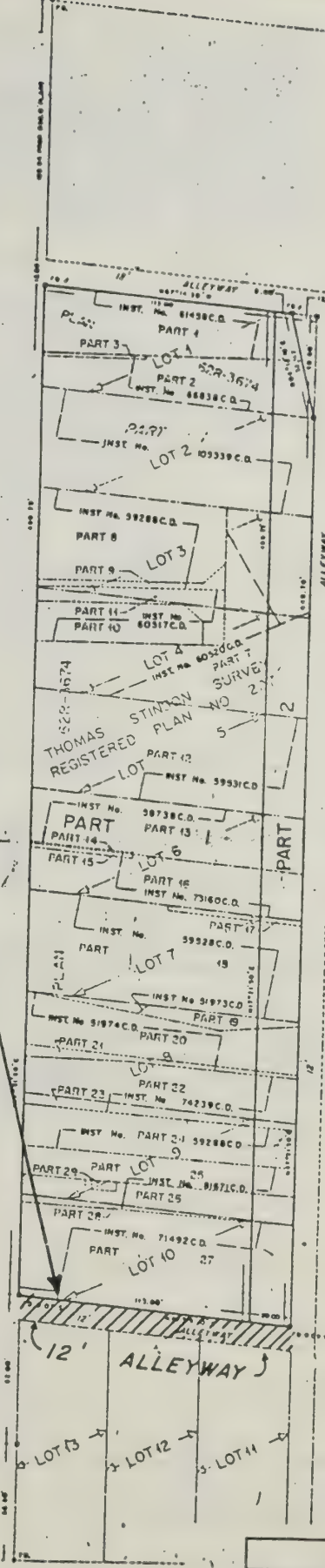
PLAN 62H-2134
 RECEIVED AND DEPOSITED
 DATE 17 March 1981
 DEPT. LAND REGISTRAR FOR THE REGISTRY
 DIVISION OF SURVEYS
 I REQUIRE THIS PLAN TO BE DEPOSITED
 UNDER THE REGISTRY ACT.
 DATE March 16th, 1981
 HARRINGTON O.L.S.
 CAUTION THIS PLAN IS NOT A PLAN
 OF SUBDIVISION WITHIN THE MEANING OF
 THE PLANNING ACT.

REFERENCE PLAN SHOWING
 PART OF LOT 1 & LOTS 2 to 10 INCLUSIVE
 THOMAS STINSON SURVEY REG'D PLAN No. 227
 IN THE
 CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
 SCALE 1"=40'
 D.A. HARRINGTON - ONTARIO LAND SURVEYOR
 1981

STREET

LOCKE STREET

MARGARET STREET



REQUESTED
 CLOSURE

PART 1 SOLD TO HAMILTON BAPTIST NON-
 SEPT. 2, 1982

SCHEDULE

PT	INST. No	GRANTEE	LOT	PLAN	AREA
1	81458C.D.	THE CORPORATION OF THE CITY OF HAMILTON	PT. OF LOT 1	RECD. PLAN No. 227	1.294 AC.
	66838C.D.		PT. OF LOT 2		
	105339C.D.		PT. OF LOT 3		
	71492C.D.		PT. OF LOT 4		
	60517C.D.		PT. OF LOT 5		
	60520C.D.		PT. OF LOTS 3 AND 4		
	595312C.D.		PT. OF LOT 5		
	58738C.D.		PT. OF LOT 6		
	73160C.D.		PT. OF LOT 6		
	59528C.D.		PT. OF LOT 7		
	51973C.D.		PT. OF LOT 8		
	51974C.D.		PT. OF LOT 8		
	74239C.D.		PT. OF LOTS 8 AND 9		
	59288C.D.		PT. OF LOTS 3 AND 9		
	81671C.D.		PT. OF LOTS 3 AND 9		
2	61458C.D.	THE CORPORATION OF THE CITY OF HAMILTON	PT. OF LOT 1	RECD. PLAN No. 227	959.44 AC.
	66838C.D.		PT. OF LOT 1		
	105339C.D.		PT. OF LOT 2		
	60520C.D.		PT. OF LOTS 3 AND 4		
	59531C.D.		PT. OF LOT 5		
	58738C.D.		PT. OF LOT 6		
	73160C.D.		PT. OF LOT 6		
	59528C.D.		PT. OF LOT 7		
	51973C.D.		PT. OF LOT 8		
	51974C.D.		PT. OF LOT 8		
	74239C.D.		PT. OF LOTS 8 AND 9		
	59288C.D.		PT. OF LOT 9		
	81671C.D.		PT. OF LOTS 9 AND 10		
	71492C.D.		PT. OF LOT 10		

NOTE
 BEARINGS HEREON ARE ASTRONOMIC DERIVED FROM THE
 ONTARIO CO-ORDINATE SYSTEM ZONE 10 CENTRAL MERIDIAN
 79°30' WEST LONGITUDE.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH
 THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS
 MADE THEREUNDER
 2. THE SURVEY WAS COMPLETED ON THE 6th DAY OF FEBRUARY 1981

17 Feb 20, 1981
 DATE
 D.A. HARRINGTON O.L.S.

LEGEND

SIGN THUS \diamond DENOTES A STANDARD MONUMENT 1 1/4"
 SIGN THUS \circ DENOTES A ROUND IRON BAR 3/4" x 2"
 SIGN THUS \oplus DENOTES AN IRON BAR 5/8" x 3/8" x 12"
 SIGN THUS \times DENOTES A CUT CROSS.
 FD. FOUND, PL. PLANTED, WIT. WITNESS.

PART 2 - LEASED TO BELL CANADA - INST. No. 248348C.D.

CITY OF HAMILTON
 DEPARTMENT OF ENGINEERING - LAND SURVEYS

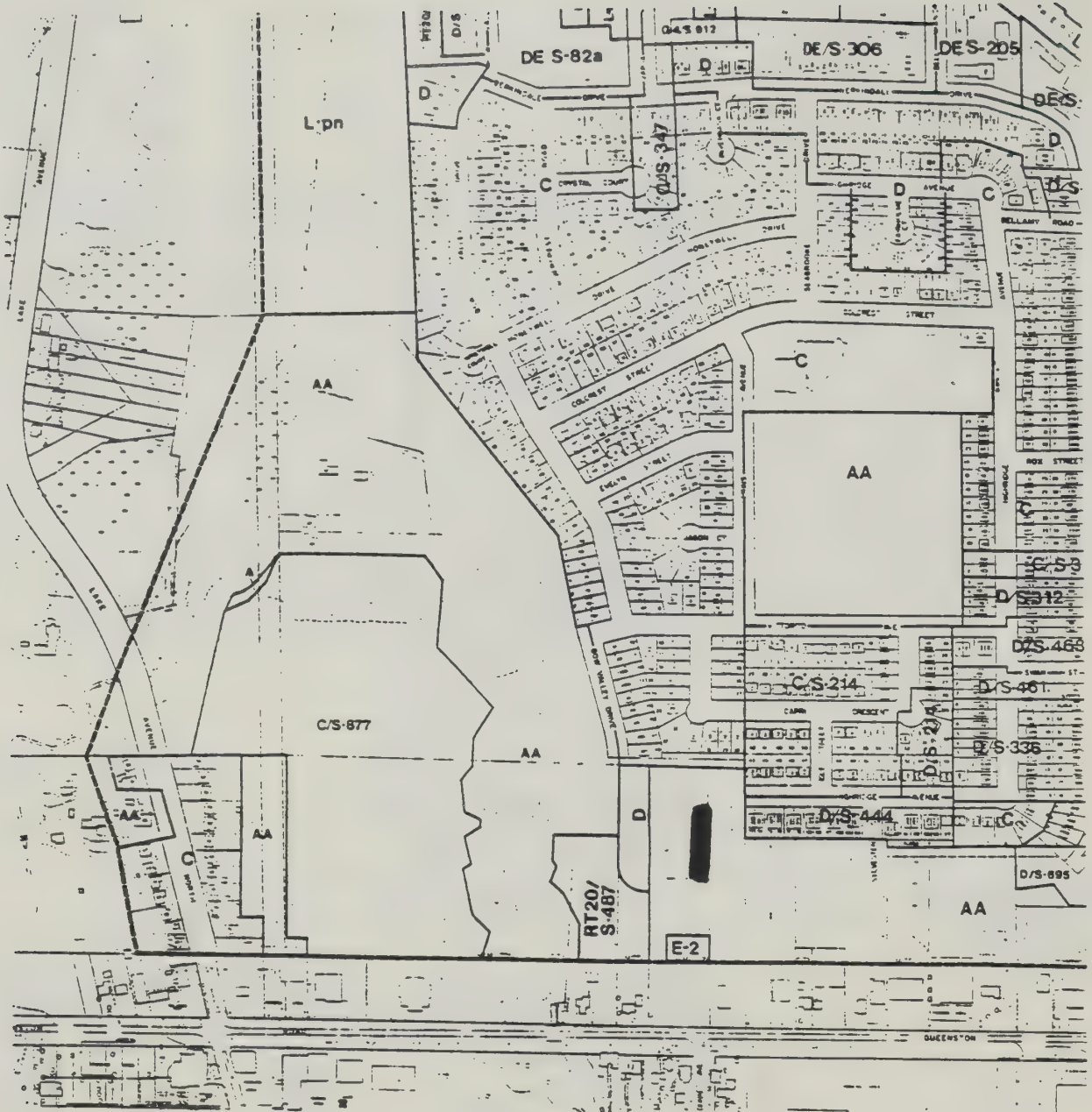
MARGARET STREET - REVISIONS/IMPROVEMENT PROGRAM

SURVEY BY	D.W.	FIELD BOOK	2-948-782	FILE No.	827-0081	DATE	FEBRUARY 1981
DRAWN BY	RICK	REF DWG'S	55-1479	P-1220		CHECKED BY	M.S.

APPROVED *[Signature]* CITY ENGINEER

CITY SURVEYOR *[Signature]* O.L.S.

PLAN No. SS-1595 SURVEYS



<div style="border: 1px solid black; padding: 5px; text-align: center;"> 84 54 115 114 </div>	
This is not a Legal Document For Zoning Verification Please Contact City Building Department.	
Neighbourhood Boundary Zoning Boundary	
Prepared for The City of Hamilton By the Planning and Development Department of The Regional Municipality of Hamilton Wardens	
PLANNING UNIT NO 6408	

P E T I T I O N

WE THE UNDERSIGNED RESIDENTS, REQUEST THAT THE CITY OF HAMILTON IMPLEMENT A "ONE HOUR PARKING TIME LIMIT, 7:00 A.M. TO 11:00 P.M., MONDAY TO FRIDAY" REGULATION ON CENTURY STREET BETWEEN STEVEN AND WENTWORTH, IN COMBINATION WITH THE "ALTERNATE SIDE PARKING" REGULATION CURRENTLY IN EFFECT. WE UNDERSTAND THAT WE WILL BE ELIGIBLE TO PURCHASE PERMITS AT A COST OF \$2.00 PER MONTH, PAYABLE TO THE END OF EACH YEAR, TO EXEMPT US FROM THIS ONE HOUR TIME LIMIT.

NAME (please print)	ADDRESS (please print)	POSTAL CODE	SIGNATURE
Norm & Linda Seguin	81 Century St. Hamilton	L8L 1V9	Linda Seguin
Denise & Yves LeClair	" " "	" "	Denise LeClair
Linda Patuquin	85 Century St. Hamilton	L8L 1V9	Linda Patuquin
ANTHONY RUSSO	77 CENTURY ST.	L8L 1V9	Anthony Russo
LOUISE ALARD	31 Century St.	L8L 1V9	Louise Alard
Mr. Gregory Forner	35 Century St	L8L 1V9	Greg Forner
E. De Paola	97 Century St	L8L-1V9	E. De Paola
M. Brackbona	15 Century St	L8L 1V7	M Brackbona
N. D'Ustlich	19 CENTURY	L8L 1V1	N D'USTLICH
ROBERT WATT	14 CENTURY	L8L 1V8	R Watt
ALFRED STEFFLER	85 CENTURY ST	"	Alfred Steffler
JOHN RHODES	57 Century St	L8L 1V9	John Rhodes
GAIL SANDOR	31 Century St.	L8L 1V7	Gail Sandor
TED SANDOR	31 CENTURY ST.	L8L 1V7	Ted Sandor
GAIL KASHUBA	20 CENTURY ST	L8L-1V8	Gail Kashuba
KEB HENDRIK	18 CENTURY ST.	L8L 1V8	Robb Hendrik
SONIA HENDRIK	18 CENTURY ST.	L8L 1V8	Sonia Hendrik
SPARKLING HENDRIK	47 Century St	L8L 1V9	Sparkling Hendrik
IAN LLOYD	69 CENTURY ST	L8L 1V9	Ian Lloyd
Mike Voz	62 Century St	L8L 1V1	Mike Voz
E. Sain	78 ASHLEY ST	—	E. Sain

216

69 Margaret Street
Hamilton, Ontario
L8P 4C7
April 10, 1989

526-8523

Alderman Henry Merling, Chairman
Transport and Environment Committee
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Merling;

re: Request for Alley Closure
by Schaible Electric

I am writing to you to confirm my support for the closure of the alley in question. This alley runs directly beside my house and is becoming more of a nuisance all the time.

There is a large pothole that is usually full of water and road salt. As this splashes against my house there is considerable damage being done to my foundations. A lot of this damage is done by rush hour traffic when people do not want to line up at Margaret and Main to wait for their turn to go around the corner and decide to go through the alley and Mr. Schaible's parking lot to beat the traffic to Main Street.

I sincerely hope that something is done to rectify this situation very soon.

Yours very truly,

H. (Skip) Haybarger

H. (Skip) Haybarger

21b

MARGARET STR.

KING STR. WEST

TOWN HOUSES

EAST WEST ALLEY

69
MARGARET STR.

PARKING LOT

372

370

368

366

364

MAIN STR. WEST

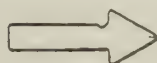
NORTH - SOUTH ALLEY

PARKING LOT FOR
372 MAIN STR. WEST

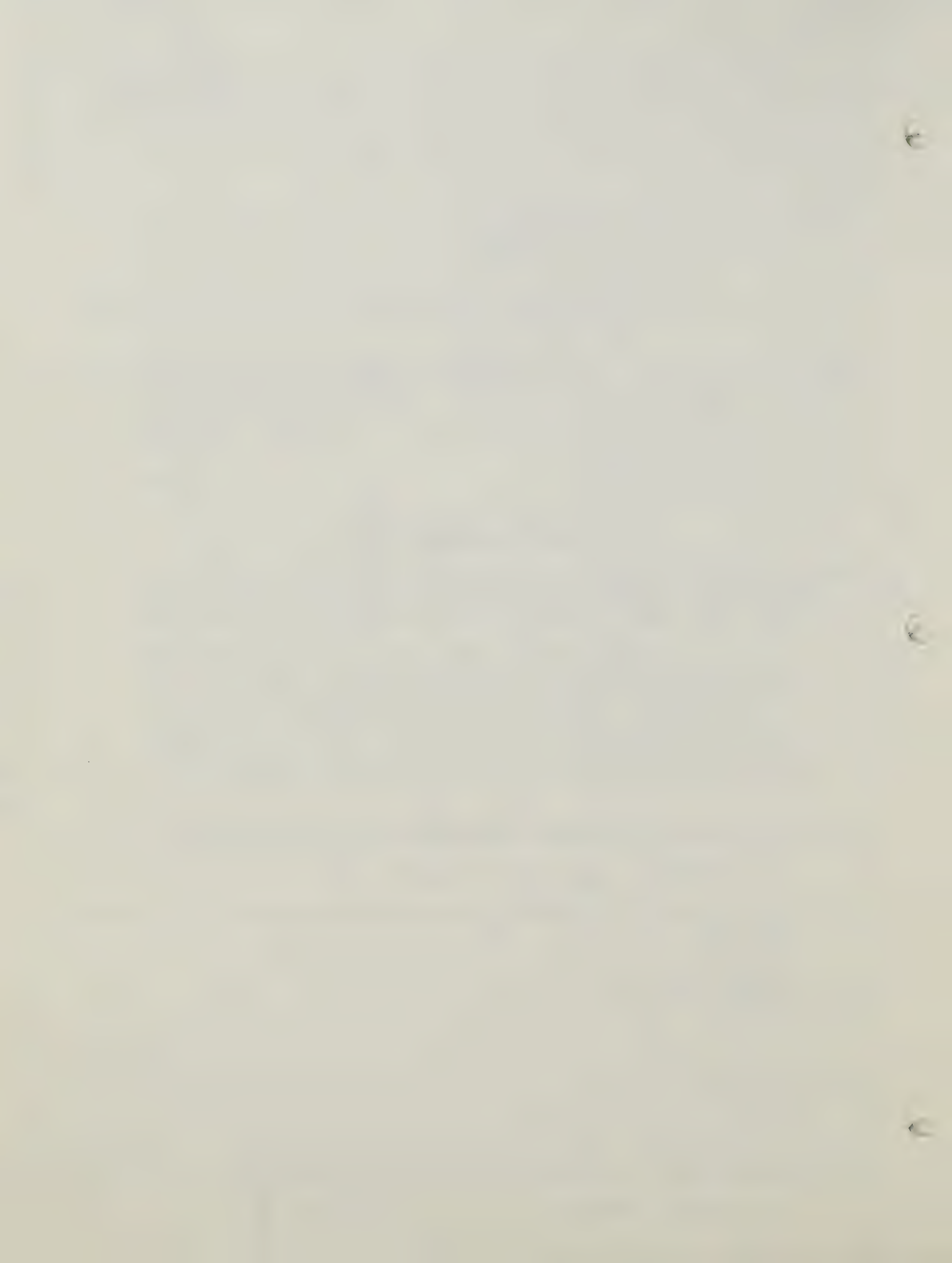
356

354

LOCK STR. SOUTH



NORTH



F O R I N F O R M A T I O N

42.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1988 October 7
COMM FILE: S726-15

DEPT FILE:
ID#0043D (30)

SUBJECT:

West Park Avenue Drainage

BACKGROUND

The Secretary of the Committee has advised us that Alderman Cook has made arrangements for the builder of 2 houses on West Ave. to appear before the Transport & Environment Committee concerning the drainage at West Park Ave. The following information is submitted for your information.

West Park Avenue was established in the Fifties by the registration of Plan #904. All of the land except for the north end was developed at that time. The north end was not developed because it was lower than the sewers on Sanders Boulevard (formerly King St.).

Sporadic attempts to develop these lands or sell them to the City or McMaster took place over the following 20 years and a number of reports were submitted to the Engineering Services Committee and its predecessor. Many different versions to service the lands were considered. In the end, approximately 4 years ago, the City agreed to close up part of West Park Ave. sell it to the abutting land owner, rearrange the lay-out of the original lot lines, discharge an old easement, accept a new drainage easement, and construct a turn-around at the end of West Park Ave., all of it at the abutting land owner's cost.

The end result of the above was 4 new houses and the addition of a few metre of pavement to the old West Park Ave.

The drainage from the north end of West Park Avenue was to run in a swale along the new easement shown as Part 2, 3 and 10 on the attached plan. This was recommended and approved on this basis because the water had been running this way for 20 years, would be relative inexpensive to build, and avoid undesirable construction on the slope to the north-west of the easement. Such an arrangement is not uncommon in the City of Hamilton and there is a similar court just to the east of West Park Ave.

Cont'd.....

- page 2 -
October 7, 1988

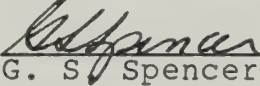
WEST AVENUE DRAINAGE

Cont'd....

Subsequent to the above being all approved by City Council and finalized. Mr. S. Paikin who had been the owner of the lands during the 20 or so years sold the 4 lots as building lots.

Recently at the request of Alderman Cook a meeting was held at the site with the Alderman, the Builder, and Mr. Brenner. It was found that the Builder has ignored the above described drainage arrangement and has graded the land and constructed driveways without respect to drainage and not made alternate provisions either. The situation is not good now but could be improved by the construction of a catch-basin or the regrading of the land in the vicinity of the easement over Parts 2, 3 and 10.

It is the staff's opinion that the present land owner and/or builder should undertake these works or pay for them.



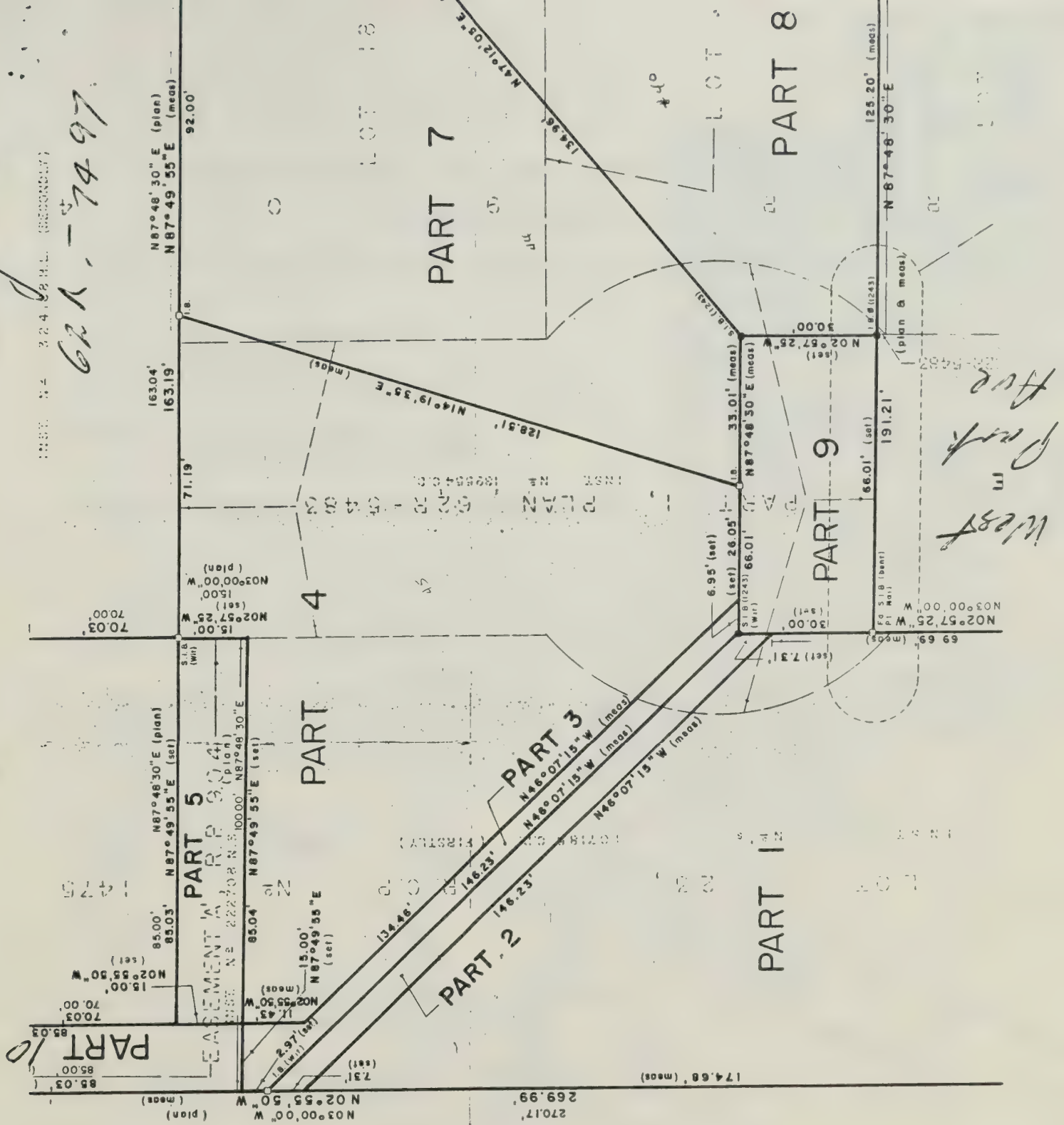
G. S. Spencer
Commissioner of Engineering

KB:eb

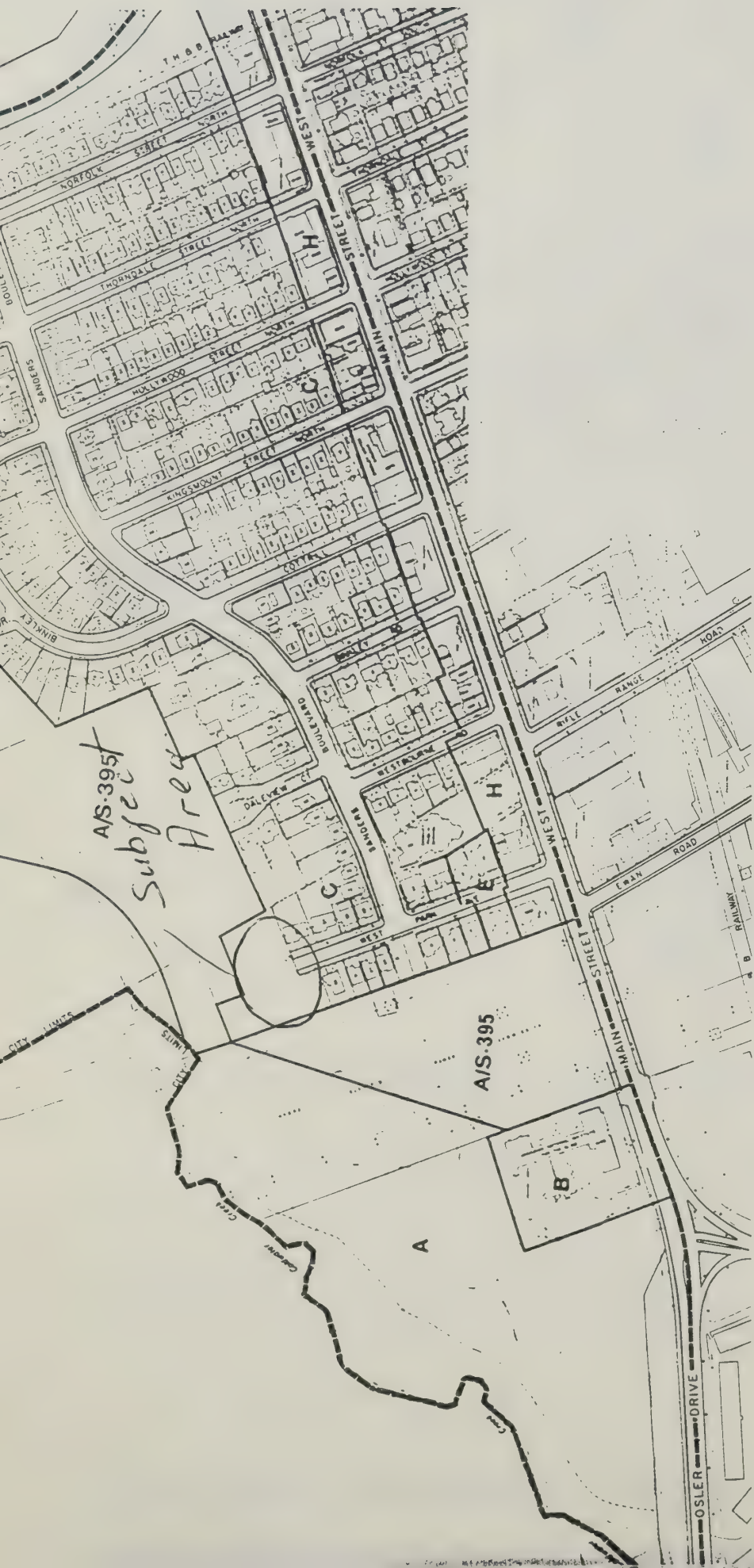
CONFESSION 1, TOWNSHIP OF ANCASTER

LANDS OF HYDRO

INST. N.E. 25328 PRO.



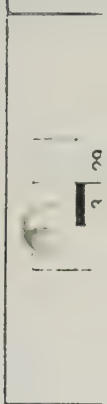
Part of
621.5497



A/S. 395
Subject
Area

A/S. 395

OSLER DRIVE



43.

Corporation of the City of Ha

Memorandum

TO: Mr. R. Prowse
Secretary
Transport & Environment Committee

YOUR FILE:

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

OUR FILE: 89-1005
PHONE: 526-4622

SUBJECT: Maintenance of Railway Rights-Of-Way

DATE: 1989 May 4

On Monday, May 1, 1989 the Transport and Environment Committee requested that representatives from CN, CP and the National Transportation Agency be requested to attend a future Committee meeting to explain why railway rights-of-way, including fencing, aren't better maintained in an urban area.

Also requested is the past correspondence on these matters. Attached for your information is the "For Information" report prepared by the Public Works Department on this subject. There may be other reports with respect to fencing available as background information from the Engineering Department.

J.G. Pavelka

JGP:jh
Attch.

c.c. T. Gill, Director of Engineering Planning
Regional Engineering Department

c.c. D. Lobo, Manager of Streets and Sanitation
Public Works Department

FOR INFORMATION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1988 November 28

COMM FILE: 88-1005

DEPT FILE: 88-5019

SUBJECT: T.H.&B. Railway Between
Cochrane Road and Quigley Road

BACKGROUND:

In response to concerns for the condition of the T.H.&B. Railway right-of-way between Cochrane Road and Quigley Road, a field investigation was set up. The following staff walked the T.H.&B. railway right-of-way between Cochrane Road and Quigley Road on Wednesday, November 16, 1988 from approximately 10:30 a.m. until 11:45 a.m.

NATIONAL TRANSPORTATION AGENCY OF CANADA
MR. STEVE NAHM, ENGINEER, ONTARIO DISTRICT
RAIL SAFETY BRANCH

T.H.&B. RAILWAY
MR. ANGELO DALCIN, ASSISTANT DIVISION ENGINEER
MR. JIM MICHNER, ROADMASTER

CITY OF HAMILTON
MR. HARRY REINHOLD, SUPERINTENDENT OF STREETS & SANITATION
MR. CHARLIE ROGERS, FOREMAN I - STREETS & SANITATION
MR. JOE PAVELKA, DIRECTOR OF PUBLIC WORKS

The right-of-way beyond the track bed and ballast on both sides had tall grasses and thickets growing. Weeds were growing at only one location.

The Railway staff advised that, the grasses and thickets along this stretch of track was cut back, exactly 1 year earlier. However, the growth over the subsequent spring and summer virtually brought the vegetation right back.

Paper, litter and garbage problems existed on the railway right-of-way at locations predominately at the following locations:

1. streets crossing the railway tracks such as Quigley Road and Mount Albion Road.
2. streets dead ending at the railway tracks such as Charlotte Street and Erin Avenue.
3. adjacent to parking lots for townhouses and apartment buildings.

To summarize, it appears where there are "common elements" such as a parking lot or road allowances adjacent to the railway right-of-way, there is excessive paper, litter and refuse. Where there are private properties directly adjacent to the railway right-of-way there appears to be modest problems with respect to debris and litter.

At locations where the roads cross the railway or dead end at the railway, the Railway staff highlighted that the problems exist due to citizens "dumping" and not by any omission or negligence on their part. In response to this, City staff advised of similar problems in parks, ravines and road allowances not associated with railways, and that the municipality, by virtue of owning the property, was required to clean it up.

Solutions to Litter & Refuse Problem Areas

- A. To expedite the cleaning up of the railway right-of-way - the City suggested that the Railway clean up the litter and debris from the right-of-way, then pile the refuse on the road allowance on garbage collection day, so that the City could cooperate by picking up the refuse during its normal household garbage pick up. To ensure this happens, the City and Railway staff would have to work cooperatively to ensure:
 - 1. that the Railway staff know which day of the week was the garbage collection day.
 - 2. that the City staff knew, when, where and approximately how much refuse would be piled for them to pick up.
- B. At locations where there "common elements" such as parking lots exist, recognizing the problem was an on-going problem from the adjacent residents and tenants, it was concluded that it was desirable to contact the property owners to appraise them of the litter and refuse problems that their tenants were creating. More importantly, it was generally felt that even though the litter and debris was on the railway right-of-way that the property owners had a direct responsibility to clean the area up or pay the railway authority to clean the area up.

To assist in this endeavour, the City staff agreed to supply the registered private property owners' name and address.

To enforce this and recognizing such problems exist across the province and the nation in all urbanized areas, the T.H.&B. staff and the National Transportation Agency of Canada staff are to contact their respective legal departments to determine how such a responsibility can be enforced onto the adjacent private property owners.

There was some discussion as to whose actual responsibility to enforce such a responsibility would, it was: the Railway, the Municipality or the Nation Transportation Agency of Canada.

Initially the N.T.A. and the Railways agreed it was the municipality's responsibility because it was litter and debris from their citizens. The City staff retorted that it was their responsibility for establish some mechanism or by-law to deal with such a problem because the problem doesn't exist only in Hamilton, but exists in all urbanized communities across the country.

Conclusion

To summarize, whenever there is a problem on the railway right-of-way, the railway authority should be contacted to resolve the matter.

At some locations, the problem will be resolved jointly by the railway and the City.

At other locations, the adjacent private property owner will be contacted to clean up the problem of litter and refuse dumping and ultimately to try to eliminate the problem.

JGP/jdh

c.c. Mr. Doug Lobo, Manager, Streets and Sanitation

c.c. Mr. D. Heintz, Secretary, Keep Hamilton Clean Committee

[REDACTED]
20 Toronto Street, 5th Floor
Toronto, Ontario M5C 2B8
Attention: Mr. S. Nahm
Engineer, Ontario District
Rail Safety Branch

[REDACTED]
664 Richmond Street North
London, Ontario N6A 3G9
Attention: Mr. A. Dalcin
Assistant Division Engineer

FOR ACTION

44.

REPORT TO: Chairman and Members,
Transport & Environment Committee
Attn: Mr. R. Prowse, Secretary

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

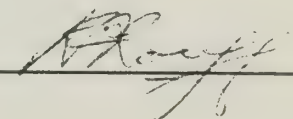
DATE: 1989 June 12
COMM FILE:
DEPT. FILE: 65-3/89.5

SUBJECT:

By-law to close and lease a portion of the east side of MacNab Street, south of King Street West, designated as Parts 1, 2, 3 and 4 on Plan 62R-

RECOMMENDATION:

That City Council enact the attached by-law on June 27, 1989 in accordance with the authorization contained in the 8th Report of the Transport and Environment Committee, Item 1, adopted by City Council on April 11, 1989. (Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, June 19, 1989 at 2:00 p.m.).



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on April 11, 1989, directed the City Solicitor to prepare the by-law above referred to. Please note that this by-law also closes, for lease to Dominion Realty Company Limited, a portion of the alley shown as Part 5 on Plan 62R-7653. The portion to be closed is designated as Part 4 on Plan 62R-. It should be noted that both Parts 3 and 4 on Plan 62R- represent closure to the public of subsurface rights only. Surface rights to Parts 3 and 4 are not affected by this by-law, and remain open for public use.

In accordance with s.301 of the Municipal Act, R.S.O. 1980, Public Notice of intent to pass the attached by-law is to be published in The Spectator on Saturday, May 27, June 3, 10 and 17, 1989.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley
Attn: Mr. G. Aston

c.c. Mr. E. A. Simpson, City Clerk

c.c. Mr. D. W. Vyce, Director of Property

c.c. Mr. L. King, Acting Building Commissioner

c.c. Mr. V. Abraham, Director of Local Planning
Attn: Mr. J. Sakala

:sr
Att.



E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



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OFFICE OF THE CITY CLERK

1989 July 24

URBAN MUNICIPAL

JUL 20 1989

GOVERNMENT DOCUMENTS

NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Tuesday, 1989 July 25

7:00 o'clock p.m.

Room 233, City Hall

A handwritten signature in cursive script, appearing to read "R. Prowse".

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

A G E N D A:

1. Transfer of PCB Wastes from Lapp Insulators Inc. to Rondar Inc.

A handwritten mark in the bottom right corner, resembling a stylized letter 'I' or the number '1'.

F O R A C T I O N

1.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: JULY 24, 1989
COMM FILE:
DEPT FILE: E308-03B

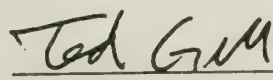
SUBJECT

Transfer of PCB Wastes from Lapp Insulators Inc. to Rondar Inc.

RECOMMENDATIONS

That the Local Approvals Branch of the Ministry of the Environment be informed that the City of Hamilton has no objections to the transfer of PCB waste from Lapp Insulators Inc. at 100 Beddoe Drive to the premises of Rondar at 333 Centennial Parkway subject to the following conditions:

- a) That the waste be shipped by an approved transport agent registered under the Environmental Protection Act and certified under the Transportation of Dangerous Goods Act.
- b) That Lapp Insulators Inc. be required to notify the adjacent residents on Aberdeen Avenue that the transfer of waste is taking place and inform them that all appropriate precautions are being taken.
- c) That the Ministry of the Environment approve the methods of transport and that the Ministry of the Environment inspect and approve the storage site.
- d) That the route of transport be along the Hwy No. 403 and the Queen Elizabeth Highway and that no residential streets will be used for the transfer except for the section of Aberdeen from Lapp Insulators Inc. to Highway 403.


G.S. Spencer
Commissioner of Engineering

Cont'd...

-page 2-
July 24, 1989

Cont'd...

BACKGROUND

Lapp Insulators Inc. are attempting to sell their property at 100 Beddoe Drive in Hamilton. They have a very small quantity of PCB waste stored on the property. The waste consists of a small electrical transformer, one drum of solids (gloves, soil, gravel etc.) and 38 gallons of insulating liquid. The material will be transported to Rondar Inc. at 333 Centennial Parkway. No written communication has been received from the Ministry of the Environment or Lapp Insulators on the matter as yet.

Since this transaction is unusual in that the waste is being transferred to another company's premises, the Ministry have requested the agreement of the City of Hamilton as a condition of their approval. Lapp Insulators are experiencing some difficulty with security on their site and the waste would be more safely stored at Rondar's existing PCB storage site.

There should be no difficulty in allowing the transfer of waste if some basic conditions are met. Staff feel that the route for the transfer should stay away from residential sections of the City and should be along Hwy No. 403 and the Queen Elizabeth Highway. The Ministry of the Environment will inspect and certify the storage area and the method of transport. The carrier must be certified under the Environmental Protection Act and the Transportation of Dangerous Goods Act and as such will be qualified to handle the waste safely.

It is proposed that the proponent take responsibility to inform the adjacent residences on Aberdeen Avenue and explain the precautions that will be used to insure their safety.

BP:md

C 511
1989

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk
119 King Street West, 15th floor
Hamilton, Ontario

526-4140

Mailing Address:
P.O. Box 910, Hamilton, Ontario
L8N 3V9

Refer to File No.

Attention of

Your file No.

April 14, 1989

ADDENDUM

TO ALL MEMBERS OF COUNCIL:

URBAN MUNICIPAL
APR 17 1989
GOVERNMENT DOCUMENTS

Attached hereto please find as an added item to the Agenda with the concurrence of the Regional Chairman, the Minutes of the Special Council meeting of Thursday, April 13, 1989, which will be presented for adoption by Council at its regular meeting of April 18, 1989.

PNJ/st
Attach.

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Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1 (PI)

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

MINUTES

15th Floor Committee Room
Regional Offices
10:30 a.m.
April 13, 1989

Council met with the following members:

Present: Regional Chairman R. J. Whynott
Councillors V. Agro, J. Robb, D. Granger, G. Copps, D. Christopherson, J. Addison, J. Prentice, T. Cooke, M. Kiss, A. Sloat, T. Murray, D. Ross, G. Etherington, H. Bell, J. Gallagher, J. Smith, T. Jackson, R. Hodgson, S. Napper, H. Merling

Absent with Regrets:

Councillors D. Drury, Wm. McCulloch - Another Commitment
Councillors B. Hinkley, R. Wade, D. Agostino - Vacation
Councillor R. Morrow - City Business
Councillor F. Lombardo - Medical

Regional Chairman R. J. Whynott called the meeting to order.

The Clerk called the ROLL.

Regional Chairman R. J. Whynott requested the **Declarations of Interest** by Members of Council.

(Gallagher/Napper) That Council move into Committee of the Whole with the Regional Chairman in the Chair. **CARRIED.**

(Gallagher/Napper) That Committee of the Whole move IN CAMERA.

The Motion to move In CAMERA **CARRIED** on the following division:

YEAS: Councillors Agro, Robb, Granger, Christopherson, Addison, Prentice, Cooke, Sloat, Murray, Ross, Etherington, Bell, Gallagher, Jackson, Hodgson, Napper

TOTAL YEAS: 16

NAYS: Councillors Copps, Kiss, Smith

TOTAL NAYS: 3

(Gallagher/Napper) That Committee move OUT OF CAMERA. **CARRIED.**

Council - April 13, 1989

(Murray/Ross) Motion to Rise and Report.

CARRIED.

Chairman R. J. Whynott advised that the report of the Solicitor on the regional headquarters referred from Council March 21, 1989, was presented. The Chairman then reported that further information has been requested which is to be presented within 30 to 60 days to a continued meeting of Committee of the Whole.

(Cooke/Sloat) On Motion, Council adjourned at 1:45 p.m.

CARRIED.

Chairman

Clerk

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